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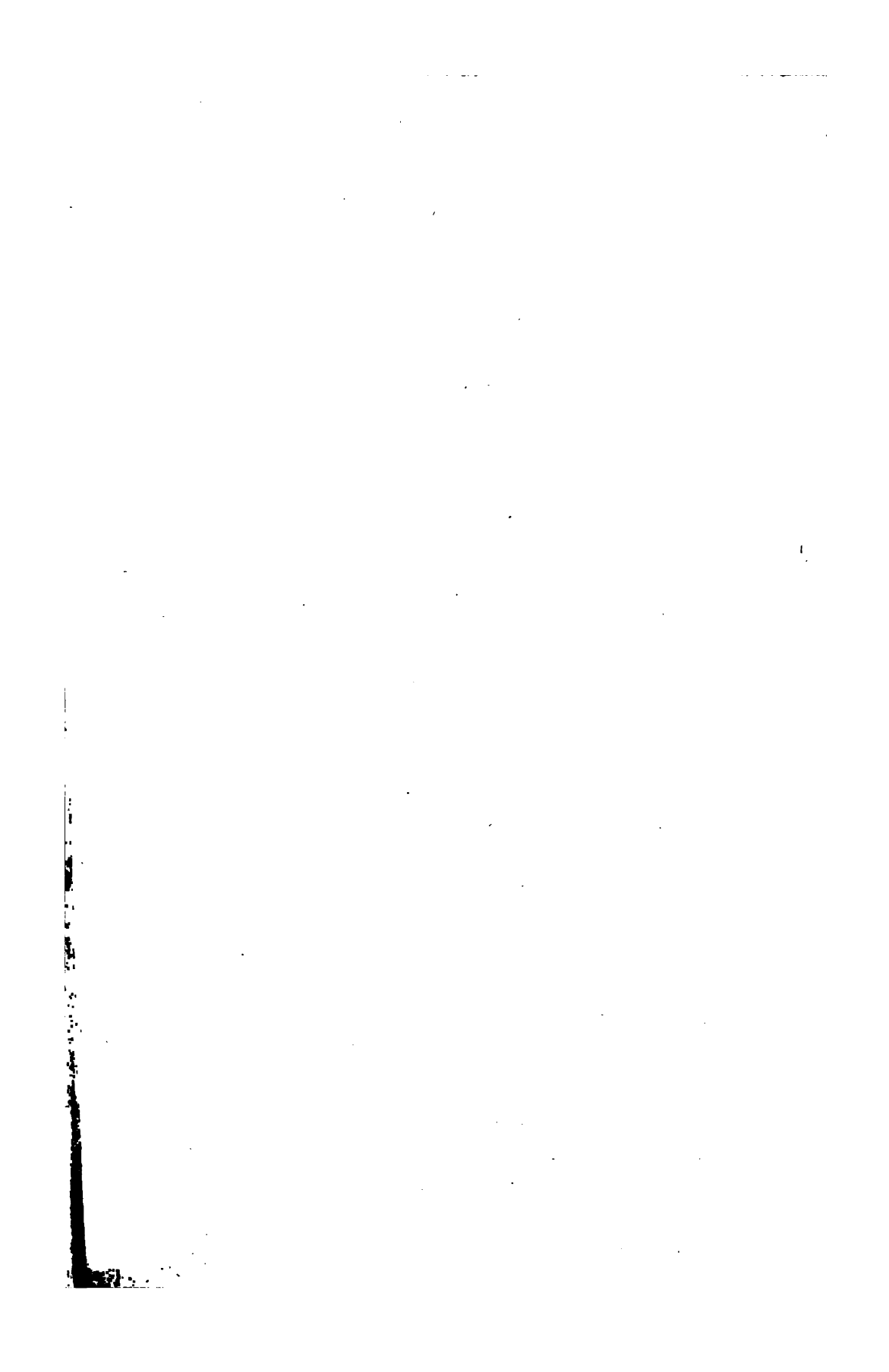
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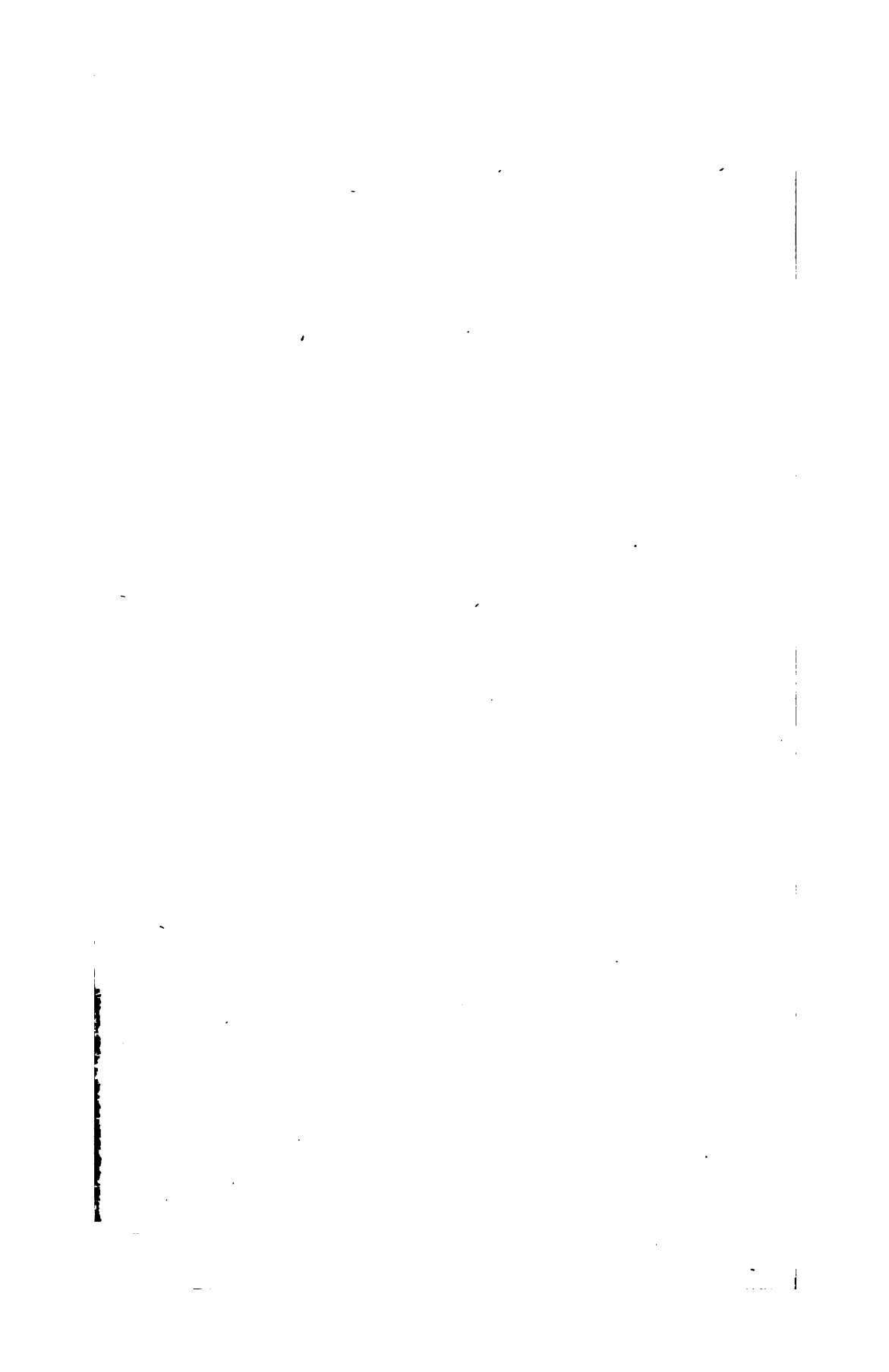
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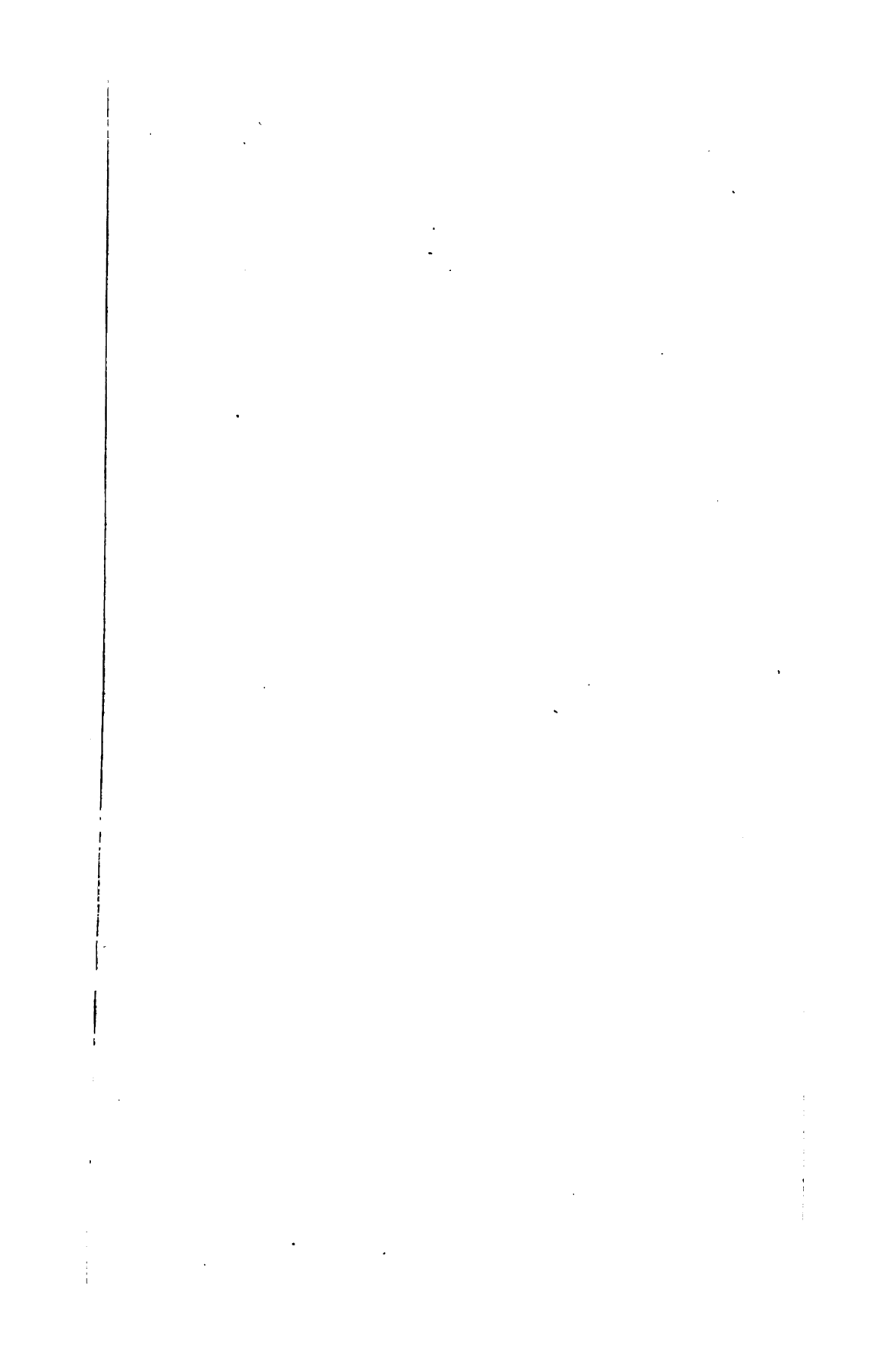


44. 1266.











THE
DICTIONARY
OF
TRADE, COMMERCE,
AND
NAVIGATION:

EXPLANATORY OF

THE OBJECTS, TERMS, STATISTICS, LAWS AND REGULATIONS OF THE EXCISE,
CUSTOMS, PUBLIC AFFAIRS, BANKING, MONIES, WEIGHTS, SHIPPING,
FISHERIES, IMPORTS, EXPORTS, BOOK-KEEPING, COMMERCIAL
GEOGRAPHY, NATIONAL FLAGS,

AND

THE GENERAL AFFAIRS OF BUSINESS,
CORRECTED UP TO THE LATEST PERIOD.



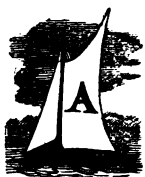
ILLUSTRATED BY FOUR HUNDRED ENGRAVINGS.

London:

BRITTAİN, PATERNOSTER ROW: BERGER, HOLYWELL STREET.

1844.





THIS letter, being the first in all languages, designates pre-eminence or priority, as schedule A. It is also indicative of *ante* before; *annum* a year; *accepted* when attached to a bill of exchange; *America, assurance, association, &c.* A 1 signifies a first-class ship of the first rating. *Æ* 1 designates a first-class ship of second rate; that is, of first rate as to quality, but second rate as to size.

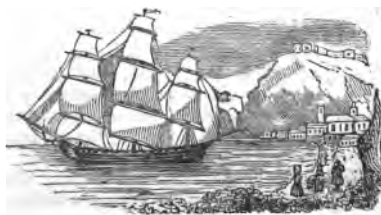
AAM, AHM, AWM, OHM. A Dutch and German wine measure, varying in quantity at different cities. At Hamburg it contains $31\frac{1}{2}$ imperial gallons, at Dantzic 33, at Antwerp $30\frac{1}{4}$, at Hanover 34, and at Amsterdam and Rotterdam $33\frac{1}{4}$ nearly.

ABACK. (*Coiffé* Fr.) In naval tactics is the situation of the sails of a ship when they are pressed against the masts by the force of the wind. If the sails are thrown into this position by a sudden and unexpected change of the wind, or by the carelessness of the helmsman; or if suddenly and purposely done to avoid a danger ahead, they are said to be laid aback, the object being to occasion a sudden stopping of the vessel, or to drive her astern. The command in such a case is, lay such or such a sail aback, or in sudden emergencies, lay all flat aback. This is done by slackening the lee braces, and hauling in the weather

ones. A ship riding with a single anchor is often seen to have the mizen top-sail laid aback, in order to keep the ship in such a position that the cable may not become so slack as to twist round the hook of the anchor.

ABAFT. (*Arrière* Fr.) The hinder half of a ship, or all those parts which lie towards the stern, and it is frequently used to signify further aft, or nearer the stern; as abaft the binnacle, abaft the main-mast, &c. Astern strictly speaking applies only to the outside of the vessel; abaft includes both the outside and inside.

ABAFT THE BEAM. This term implies that the position of an object on or towards the horizon is at the after part of the vessel. Thus if a line were drawn across the ship at right angles to the keel, every thing seen at a distance beyond that line would be said to be abaft the beam. Thus all the objects in the cut beneath are abaft the beam of the ship.



ABANDONMENT. In the customs signifies the giving up of imported goods rather than pay the duty upon them. In marine insurance it is the giving up any salvage there may be after a vessel is wrecked, or her cargo damaged, receiving therefore from the underwriters the whole amount of the insurance. The owners have a right of abandonment only in certain cases; as when, by any of the casualties insured against the voyage is lost, or not worth pursuing; where the damage is so great as to render the cargo of little use to the owner, or the part saved of less value than the freight; where the salvage is very high, or where further expense is necessary and the insurer will not undertake to defray it. The insured must, as soon as he receives intelligence of the disaster, and can ascertain its extent, make his election whether to abandon or not, and this once made is irrevocable. The underwriter may either accept the abandonment at once, or object to it if sufficient cause has not been assigned for its adoption; either party loses his right by unnecessary delay.—See *Marshall on Insurance*, and *Park on Insurance*.

ABAS. A weight used in Persia for pearls. It is $\frac{1}{3}$ less than the European carat, and consequently is equal to $3\frac{1}{3}$ grains.

ABASSI, ABAGI. A silver coin of Persia of the value of $5\frac{1}{2}d.$, or very nearly $6d.$ English money.

ABATELEMENT. A sentence of prohibition from trade, issued by the French Consuls against those who will not stand to their bargains, or who refuse to pay their debts. It must be taken off before they can sue any person for payment.

ABATEMENT, or REBATE. A deduction of price made for prompt payment; also for damage of goods, allowed by the customs or excise in the duties, or by the trader in the price. No abatement for damage is allowed in the duties upon oranges, lemons, currants, raisins, figs, coffee, tobacco, wines, or spirits; nor yet upon cantharides, cocculus Indicus, Guinea grains, ipecacuanha, jalap, nux vomica, opium, rhubarb, sarsaparilla, or senna.—See 6 *Geo. IV.* c 107, & 4 & 5 *Will. IV.* c 89.

ABB, ABB WOOL, or ABB YARN. The yarn, &c., prepared for the weaver's warp, or those long threads which are first put in the loom, and which extend from end to end of the fabric to be woven.

ABBREVIATION. The contraction of a word or phrase, made either by omitting some of the letters, or by substituting characters in their place; the object being to save space or time. For those abbreviations in ordinary use, see Table I. at the end of the volume; also the initial letters, A, B, C, &c.

ABELE TREE, or WHITE POPLAR. This is one of our most valuable trees, a favorite equally with the builder, the carver, and the

turner, on account of its wood being very durable when dry, light, white in color, tough, easily worked, and when well seasoned not liable to be split by nails driven into it.



It makes excellent floors, which have the remarkable property of not easily taking fire, yet when the wood is once ignited it gives out intense heat. From this last circumstance it is very extensively used in France, where it is very abundant, for heating bakers' ovens, and for culinary fires. Most of the French boxes and packing cases are made from this wood, and also the rollers and boards upon which silks and other similar goods are wrapped in warehouses and shops. In this country, where the tree is not so abundant, it is used chiefly for butchers' trays, flooring boards, and hand churns. The Dutch make numerous of their toys of the abele. The tree comes to its full maturity in about 50 years, and will then attain a height of 100 feet; even in 20 years after planting it will be found 60 feet high.

ABERBROTHICK, ABBROATH. A sea port on the East of Scotland, seated upon the confluence of the river Brothick with the sea. Its exports are sail cloth, linen, thread, and a little corn; its imports flax, flax-seed, and timber. The spring tides rise here 15 feet, but its harbour is dry at low water. Twelve



miles off the coast, opposite Arbroath, is the celebrated bell-rock light-house; the building of which is considered a master-piece of skill, next in difficulty to that of Eddystone. It is a beautiful structure.

ABERDEEN, NEW. The capital of Aberdeenshire, lying on a small bay near the mouth of the Dee. This city differs from every other Scotch town in its general aspect, owing to the peculiar kind of stone with which the houses are built, a beautiful white granite. The population is 65,000, most of whom are engaged in the extensive cotton, linen, and woollen manufactures in the city and neighbourhood. The harbour has been greatly improved of late years, the quays on both sides of the river are spacious, and the one on the north terminates in a pier which extends 2,000 feet into the German ocean.



Upwards of 40,000 tons of shipping belong to the port, and the import and export trade are very considerable, especially with the countries bordering on the Baltic and with N. America; besides an extensive coasting trade, and a large division of that connected with the Greenland whale fishery. Several powerful steamers ply throughout the year between this port and London, carrying cargoes of cattle, salmon from the fisheries of the Dee, the Don, and the Spey, manufactured goods, and the granite used for paving the streets, for the base of public buildings, &c. Aberdeen is a warehousing port for every description of goods, and is the largest ship-building port in Scotland. At neap tides there are 12 feet water, and at spring tides 17 feet in the harbour, which is safe anchorage except with east or in-shore winds. There is a light-house on the south point of the bay called Girdle Ness. The whole exports of Aberdeen are about two millions annually in manufactures, agricultural, and natural produce. In the mountains around Aberdeen are found topazes and the colored quartz crystals, known as *cairnborums*.

ABIES.—See *Spruce Fir* and *Deal*.

ABLE SEAMEN. The first class of seamen, or those who are not only able to work, but who are also well acquainted with their duty as seamen.

ABOARD, ON BOARD. The inside of a ship,

hence any one who enters a ship is said to go aboard; but when an enemy enters at a time of battle he is said to board, a phrase which always implies hostility. To fall aboard of is to strike against another ship when one or both are in motion, whether by design or by the force of the wind or current.

ABOARD MAIN TACK. The order on board ship to draw one of the lower corners of the mainsail down to the chess-tree.

ABOUT. The situation of a ship immediately after she has tacked, or changed her course; the order for which tacking is about ship.

ABREAST. Side by side, opposite to. The position of two or more ships with their sides parallel with each other, and their heads equally advanced; also in a line with the beam of a ship. Abreast of a place is exactly opposite to it. Abreast applied to objects within a ship implies parallel with the beam, as, abreast the main hatchway signifies a position sideways, in opposition to afore and abaft.

ABROHANT, OR MALLEMOLLE. A fine Bengal muslin.

ABURTON. A small tackle of blocks, or pulleys, having only one sheave in each. The term is also applied to such casks as are stowed athwart ships, that is on a line with the beam, or at right angles to the keel.

ACACIA.—See *Gums Arabic* and *Senegal*; also *Catechu*.

ACAPULCO. A sea port of Mexico, on the shore of the Pacific Ocean. Its harbour is one of the largest and safest in the world. Captain Hall says, "that it is easy of access, very capacious, with water not too deep. The holding ground is good, quite free from hidden dangers. (There is one small shoal marked in the charts;) and as secure as the basin of Portsmouth dock-yard. From the interior of the harbour the sea cannot be discovered, and a stranger coming to the spot by land would imagine he was looking over a sequestered mountain lake. One of the entrances to this splendid basin is $1\frac{1}{4}$ mile wide; the other entrance is 7 or 800 yards in width. This harbour is all that this unhealthy town can boast of. Its trade is between Mexico, Peru, and the Manillas, and this very limited. The exports hitherto have been mostly silver, indigo, cochineal, Mexican cloth, and some pelfry, which comes from California and the N. part of Mexico. Its imports consist of all the valuable products of Asia."

ACCEPTANCE OF A BILL, is an engagement to pay that bill when it becomes due. The usual practice is for the acceptor to write his name across the written part of the bill, with or without the word accepted above the name. In some places the acceptor writes his name under that of the drawer. (See *Bill of Exchange*.) At all events the ac-

ceptance must be written on the bill itself, if an inland bill, (1 and 2 Geo. IV. c 78,) that is, if drawn and accepted within any one of the three divisions of the empire. Foreign bills may in England or Ireland be accepted by a separate writing or verbally, but in Scotland all bills must be written upon by the acceptor. To accept a bill verbally, or by a separate writing, it is sufficient to say that such a bill, (naming it,) has been *seen or been presented*, and shall meet with due honor. By custom, a bill when left with or sent to the drawer, must be accepted by the next post, or within twenty-four hours. Acceptance cannot be withdrawn after the bill has been returned to the drawer.

ACCEPTANCE FOR HONOR, or SUPRA PROTEST, is an engagement to pay the bill, if not paid by the person on whom it is drawn. It is performed by a party who is supposed to be under no obligation to pay the bill, and done to prevent the bill being dishonored. The acceptor for honor only renders himself liable, in case the bill is not paid by the proper party; on whom he has a claim for the amount if he has had to pay it himself. (*Chitty, Bayley, and Thompson, on Bills.*)—See *Accommodation Bill, Notice, and Protest.*

ACCOMMODATION BILL. A false bill of exchange, that is, one drawn solely for the purpose of being discounted, or paying away without any value having been given for it. This is called an *accommodation or fictitious bill, a kite, a wind bill, &c.* The nature of such a document is as follows:—A and B are known to each other. A draws upon B for £20 at three months. B accepts the bill upon an understanding that A shall, at the proper time, furnish him with the means of taking it up. A having obtained this acceptance indorses the bill with his own name, and gets it discounted upon the joint credit of the two names, paying a discount, and receiving the balance, which may be perhaps £19, according to the discount he agrees to pay. This puts him in ready money for the time. Previous to the bill becoming due he furnishes B with £20 to take up the bill. If A obtains this money from other sources, the whole transaction is concluded, and the only effect is, that A has paid £1 for the use of the money during three months; but it mostly happens that A is obliged to draw and discount a second bill to pay the first; a third perhaps to pay the second; and so on, till the high and continued discounts, expense of stamps, and loss of credit, generally exhausts his expedients, and bankruptcy ensues.

ACCORD. An agreement or composition between creditors.

ACCOUNT. A computation, reckoning, or statement of any thing in numbers, particu-

larly of those relating to money transactions. There are many kinds of accounts, of which the following are the principal:—**Banking account.**—Money deposited in a bank or banking house, for the purpose of being refunded in amounts from time to time, as the depositor may require; it only being required of him to present cheques or drafts, either by himself or others, for particular sums. The merchant either pays a per centage for the accommodation he thus receives, or else loses the whole, or a part of the interest accruing from his money while in the banker's hands. (See *Bank.*) **Account current** is a statement of an account in its course or continuance between parties. In commercial practice accounts current are transmitted at stated times by merchants to their correspondents, for the purpose of showing how affairs stand between the parties at the time they are made out, by stating the particular items for and against the correspondent. The balance in such a case forms the opening of a new account. **Account of charge and discharge** is the same as the above, except that one party is entirely a creditor, and the other entirely a debtor; thus the yearly accounts of a tax gatherer, a rent collector, agent, or tradesman whose creditor pays him by instalments is of this nature. **Partnership accounts** are such as relate equally to all the members of a firm or company. **Personal accounts** are such as apply to one individual. **Real accounts** are those which belong to persons and to goods, and which appear in the ledger under individuals names, and under the names of articles. **Imaginary accounts** are such as are formed merely for the sake of convenience, which do not involve responsibility, and which may be introduced or omitted at the option of the book-keeper. Such are the accounts of cash, profit and loss, charges, stock, bills, &c. These are therefore of the nature of memorandums. A **sale account** is a particular account of the sale of goods. It specifies the quantity and value of the goods sold, the attendant charges, and the net proceeds. **Shipping, exchange, factorage, interest, invoice, and insurance accounts.**—See these terms.

ACCOUNT, to open an, signifies to commence business with a party, or to write that account for the first time in the ledger. To **post a sum to account**, is to enter any article, charge, or payment, into the ledger, either on the debit or credit side. To **note an account** is to make in the margin certain remarks opposite articles, as to their being allowed or objected to. To **place to account** is to give credit for any thing received. To **affirm an account** is to declare and make oath in court that such an account is true. To **purge an account** is to cause all the disputed articles to be adjudged by a referee, and the objec-

tions to be obviated. To *settle, shut, close, balance, make up, or dispute* an account, are terms which express their own meaning.

ACCOUNTS, SURPLUSAGE OF. A greater disbursement than the charge of the accounts amount to, or an over-payment.

ACCOUNTANT. One skilled in accounts, particularly one whose business is to arrange the accounts of others.

ACCOUNTANT GENERAL. The head or responsible accountant in various offices and departments, as the accountant general of the excise, of the customs, bank of England, &c. His duty is to see that the required expenses, receipts, and other money transactions, are well ascertained and set forth.

ACHIA, OR ACHIAE. Pickled bamboo. The young and tender stalks of the bamboo are cut into short lengths, and these split into slices, and then pickled in vinegar with pepper and other spices; afterwards being packed in earthen jars are sent to Europe. It is of a pale yellow color, and resembles in appearance pickled yellow cucumbers, cut in long slices. None of it is brought into this country, but large quantities are annually imported into Holland.

ACKER WOOD. A fancy wood from Brazil of a cinnamon color. It is not known from what tree it is produced, although evidently a large one. The quantity imported is so little that this wood does not even form an item in our tariff. It may be used for furniture, but possesses neither a fine grain nor good color.

ACORNS. (*Eckern* Ger. *Glands* Fr. *Ghian-de* It. *Bellotas* Sp. *Schedudi* Rus.) These are the fruit of the oak, and when growing are partly enveloped in a cup. The acorns are imported both as a food for pigs, and as seed, paying a duty by the last tariff of 1s. per bushel, if from a foreign country; 6d., if from a British possession. Only 37 bushels were imported in 1840. The cups of one species are valuable as a substitute for galls in dyeing, and are imported under the name of *Valonia*, which see.

ACORN. The knob or ornament on the point of a flag staff.

ACQUITTANCE. A release or discharge in writing for value given, in satisfaction of a debt. A receipt for money paid is therefore an acquittance for a debt to the amount for which the receipt is given.

ACRE. A measure of land, containing 4 roods, or 160 square rods; or 4,840 square yards, or 10 square chains; and 160 acres make a mile of land. One Scotch acre is equal to 1.2612 Eng. acres, or 134 Sc. acres = 169 Eng. very nearly; 30½ Irish acres are equal to about 49 English. The first mentioned is the only standard acre for England, yet the perch or pole, still varying by custom, though not by law, affects the

size of the acre accordingly. When land is bought or sold by the acre, the standard English acre is always understood. Let it be remarked, that in buying land there are two ways of measurement; the one the landlord's or selling measure, including the hedges, fences, and ditches, and growing bushes and underwood in the divisions between closes; and the other the tenant's or agricultural measure, including only the ploughing or mowing acre; a distinction sometimes essential to be remembered.—*Bateman's Law of Auctions*, p. 20.

ACT OF BANKRUPTCY. In the laws of England and Ireland are those acts which the laws take as a criterion that a tradesman is bankrupt. These acts are of two kinds; those which are in themselves fraudulent, and those which become so by the intent of the trader. Most of these acts are contained in 6 Geo. IV, c 16; later statutes adding others. They are as follows:—First, if any trader shall depart this realm; or, second, being out of this realm shall remain abroad. Third, or depart from his dwelling house, or his place of business. Fourth, or otherwise absent himself. Fifth, or begin to seclude himself so as to prevent his creditors from communicating with him. Sixth, or suffer himself to be arrested for a debt not due. Seventh, or yield himself to prison. Eighth, or suffer himself to be outlawed. Ninth, or procure himself to be arrested. Tenth, or his goods, monies, and chattels to be attached, sequestered, or taken in execution. Eleventh, or make, or cause to be made, either within this realm, or elsewhere, any fraudulent grant or conveyance of any of his lands, tenements, goods, or chattels. In all the above cases it must be shown, that the object of the trader is to keep out of the way of his creditors, to delay the just settlement of their claims, to avoid a judicial process, or otherwise impede just business arrangements. The following are acts of bankruptcy, not dependent upon the intent of the trader:—First, a trader may voluntarily become bankrupt by filing in the secretary of bankrupt's office a declaration of insolvency, attested by an attorney or solicitor. Second, compounding with the petitioning creditor, that is, paying to the person who struck the docket, or enabling him to obtain a larger dividend than the other creditors; the favored creditor forfeits his debt, and must refund. By the act 5 & 6 Vict. c 122, if the petitioning creditor has made affidavit of his debt, and having required payment, and the court have summoned the trader to admit or defend the same, and he neglect to attend to such summons at the time appointed, not showing sufficient cause for his absence, and shall not, within twenty-one days, pay, compound, or give bond for payment of the

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same debt, he will have committed an act of bankruptcy, on the fifteenth day of the serving of such summons, provided the fiat shall issue within two months of the filing of such affidavit. Second, or if he shall appear to the summons, and admitting the debt, or part of it, and not satisfy the creditor by payment or otherwise. Third, a trader not paying, securing, or compounding for a judgment debt, upon which the plaintiff might sue out execution within fourteen days after notice requiring payment. Fourth, a refusal or neglect to pay money, by any court of equity, bankruptcy, or lunacy, after a peremptory day which has been appointed by the court for such payment. In no case can a person be liable to become bankrupt, by reason of any act of bankruptcy committed more than twelve months prior to the issuing of the fiat of bankruptcy against him.—See *Bankrupt, Insolvent, Fiat, Declaration, &c.*

ACT OF HONOR, is an instrument drawn for the security of a third party, who has accepted or paid a bill, in order to preserve the credit of either of, or all the parties thereto. This instrument is annexed to the report of bills so accepted or paid, and is designed to subject all the parties to reimbursement. After citing the cause of dishonor, it runs in the manner following:—"Afterwards on the same day, month, and year before me, the said notary and witnesses personally came and appeared Mr. A. B. of this city, merchant, who declared that he was ready, and would accept the said bill of exchange, now under protest, for the honor and account of Mr. C. D. the drawer, (or as the case is,) holding him, the said drawer thereof, and all others concerned, always obliged to him the said appearer, for reimbursement in due form of law."

ACT OF PARLIAMENT. A decree, law, or statute, formed by the Lords and Commons in Parliament assembled, and confirmed by the Sovereign. At the close of each annual session, the acts passed that session are collected into one body, which forms the statute of that session; the several decrees of which are contained in separate chapters. They are quoted according to the year of the King's reign, and according to the chapter; thus the act of *habeas corpus* is the second chapter of the statute of the year 1680, the 31st year of the reign of Charles II., and is quoted 31 Charles II., c. 2. The collection of these statutes is called the *statute law*.

ACTION IN LAW. A legal plea or demand of satisfaction, by means of some court of law, and under the authority of some act of parliament, order of council, or acknowledged and general usage. Actions according to the subject of them are criminal or civil: criminal for the punishment of crime, and civil for the obtaining of right. These last

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are *real*, or such as affect a person and his descendants also; as those relating to right of land, tenements, water-courses, &c., *personal*, or relative to individual right only: as actions for assault, slander, trespass, &c. In criminal actions, the party accused is said to be *prosecuted*, he is called the *criminal*; the person impeaching him is called the *prosecutor*; the process being brought in the name of the Sovereign. In civil processes the accuser is called the *plaintiff*, and is said to *bring his action*, which he does in his own name against the other party, who if he think fit, *defends the action*, and is therefore called the *defendant*.

ACTION, in the stock market at Paris, and other places in France, is the name given to the capital stock of a joint stock company.

ACTUARY. The managing officer of an assurance company is usually so called.

ADARME. A sixteenth part of the Spanish ounce, and agreeing very nearly with the English drachm.

ADDATIES. A fine Bengal muslin.

ADDITIONAL DUTIES. Those which are levied over and above the regular duties. Thus the Whigs added in 1840, 10 per cent. additional duties upon the assessed taxes, and most exciseable commodities.

ADEN. A sea-port town at the entrance of the Red Sea, was in 1839 ceded to the British; and although as yet but a poor town, yet being plentifully supplied with water from the mountains surrounding it, having an excellent harbour, a convenient situation for commerce, and more than all, being a *dépôt* for coals, and a halting place for the steamers passing and repassing from Bombay and Suez, in the short passage to India. Aden is likely soon to become a place of importance. Its population may be 14 or 15,000, but this is uncertain. Its extent is about 10 square miles, and it is included in the dependency of Bombay. Its exports at present are a little gum and coffee.

ADJUDICATION. A judgment given, particularly applicable to bankruptcy cases, thus:—"The commissioners, upon proof made before them of the petitioning creditor's debt or debts, and of the trading, and act or acts of bankruptcy of the person or persons against whom such commission is issued, shall thereupon adjudge such person or persons bankrupt. By the late act, (1842,) the bankrupt must have a copy of this adjudication served upon him, or left at his house, and five clear days are allowed him to appeal against it, if he have cause, before the expiration of which time it must not be advertised in the 'London Gazette.' After the above five days have elapsed, and if no sufficient appeal have been made, the commissioners are required forthwith to publish the notice of adjudication in

the 'London Gazette,' and thereby appoint two public sittings of such court, (usually called meetings of creditors) for the bankrupt to surrender and conform; the last of which sittings shall be on a day not less than thirty days, and not more than sixty days from such advertisement.

ADJUSTMENT. In marine insurance, is the arrangement completed between the insurer and the underwriter, when any partial loss or injury has occurred during a voyage to the ship or cargo insured, and is of the nature of compounding of a debt. Thus in a case of the kind it is usual for the underwriter to indorse upon the policy, dating the period, "adjusted this loss at so much per cent, payable in one month," under which the underwriter places his name or initials. If there are more underwriters than one, they all sign their names or initials under each others. This is considered as a promissory note, which cannot be afterwards dissented from, unless fraud can be shown to have been used to obtain it.

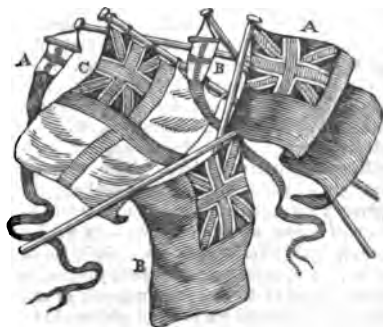
ADMEASUREMENT.—See *Tonnage*.

ADMINISTRATION, ADMINISTRATOR. An administrator is one to whom the affairs of a deceased person are committed, in default of an executor, under letters of administration. An administrator is accountable to the value of the goods of the deceased and no more. If the administrator die, his executors are not administrators, but the court (Ecclesiastical, Doctor's Commons,) is to grant a new administration. If a stranger, who is neither executor nor administrator, take the goods of the deceased, and administer, he shall be charged and sued as an executor, not an administrator. In the Scotch law it is a person legally empowered to act for another whom the law presumes incapable of acting for himself. A letter of administration is mostly granted to the next of kin of the deceased, or at the discretion of the ordinary. The duty of such a letter is in proportion to the value of the estate.

If of £ 30 value, and under £ 50	10s.
..... £ 50	£100 £1
..... £100	£200 £3
..... £200	£300 £8
..... £300	£450 £11
..... £450	£600 £15
..... £600	£800 £22
..... £800	£1000 £30
..... £1000	£1500 £45
..... £1500	£2000 £60

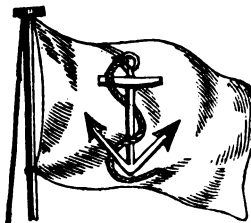
And so on increasing upwards to a million. Letters of administration of any common seaman, marine or soldier, who shall be slain, or die in the service of Her Majesty, are exempt from duty. The government is often called *the administration*, from taking the term in its general sense of managing the public affairs.

ADMIRAL. An officer of the first rank and command in the fleet, and who is distinguished by a flag displayed at his main top-gallant-mast head. The officer next in command is a vice-admiral, whose flag is displayed at the fore top-gallant mast head; the third in command is the rear-admiral, whose flag is hoisted to the mizen top-gallant mast head. These flags may be either blue, white, or red, according as the admirals bearing them belong to the blue, white, or red squadron; while the admiral of the fleet, or he who bears the chief command, uses the union flag. The markings of these flags are as follows:—



A A, flag and pendant of the admiral of the blue.
B B, ditto of the red. C, ditto of the white.

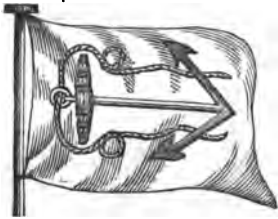
Some of our consuls abroad, the governors of colonies, and a few other persons, are occasionally vested with the power and title of vice-admiral, in order to enable them the better to regulate the nautical affairs of the place, and to preside over the vice-admiralty courts held there. The decision, however, which such a commander may give is not final; an appeal lying to the admiralty court in London. Such a vice-admiral is truly a civil officer, but is entitled to carry a distinct flag, red like that of the admiralty, but different from it, inasmuch as it is of red bunting, and not silk; and the anchor depicted upon it runs parallel to the flag-staff, as thus:—



ADMIRAL is also a name given to the most considerable ship of a fleet of merchantmen, or of the vessels employed in the Newfound-

land cod fishery. The ship which first arrives is entitled to this appellation and some privileges; it carries during the fishing season a flag on the main-mast.

ADMIRAL, LORD HIGH. The supreme head of the naval affairs of the kingdom; now vested in seven commissioners, who preside over, and regulate the admiralty board and court. The chief of these is called first or *senior* lord of the admiralty, who, with his coadjutors, called *junior* lords, have the direction, not merely over the national navy, but the power of decision in all civil cases; a jurisdiction upon or beyond the sea in all parts of the world; upon the sea coasts in all ports, havens, or harbours; and upon all rivers below the bridge nearest to the sea. According to the terms of the patent, "To preserve all public streams, ports, rivers, fresh waters, and creeks whatsoever, within his jurisdiction, as well for the preservation of the ships, as of the fishes; to reform too strait nets and unlawful engines, and punish offenders; to arrest ships, pilots, mariners, masters, gunners, bombardiers, and any other persons whatsoever able and fit for the service of ships, as often as occasion shall require, and wheresoever they shall be met with; to appoint vice-admirals, judges, and other officers; to remove, suspend, or expel them, and put others in their places; to take cognizance of civil and maritime laws, and of death, murder, and maim." The lord warden of the cinque ports has nevertheless a jurisdiction exempt from the control of the admiralty within these ports, so has also the lord mayor of London in the conservatism of the Thames, to a certain extent only. Between high and low water marks, the common law and the admiralty have jurisdiction by turns. The lord high admiral, or in other words, the commissioners of the admiralty, bear a flag at the mast head, of a red color, with an anchor depicted upon it thus:—



ADMIRALTY, BOARD OF. The board of admiralty is distinguished from the court of admiralty, in being executive, while the other is judicial; therefore, it is to be considered merely as a division of the national maritime management. It is the privilege of the board of admiralty to order the building, repairing,

fitting for sea, laying up in ordinary, breaking up, selling, putting in and out of commission, arming, stowing, and provisioning and appointing to stations the whole navy of Britain. All commissions, pensions, superannuations, and promotions, are regulated or recommended by them. Instructions issued to commanders, payment of all naval monies, all improvements, alterations, and repairs to dock yards, &c., emanate from the admiralty. They also receive quarterly an account of the state of discipline and order of the various parts of the fleet, and prepare the navy estimates to be presented annually to parliament. (A portion of the above duties are performed by the navy board, and the victualling board.) The office at which the lord commissioners of the admiralty hold their sittings is situated at Whitehall, in the building represented beneath.



Ordinary communications to the board of admiralty are by petition, (see *Petition*;) or by letter. In both cases addressed:—

"To the Right Honorable
the Lords Commissioners
of the Admiralty."

The proper commencement of such a letter is *My Lords*. Its conclusion is as follows:—

"I have the honor to be,
My Lords,
Your Lordships' most obedient
humble Servant."

It is only by courtesy that the title of *Right Honorable* is annexed to the superscription.

ADMIRALTY, COURTS OF. That court of record which is presided over by the board of high commissioners of the admiralty, as representatives of the lord high admiral, is called the admiralty court. It takes cognizance of all judicial proceedings relative to maritime affairs, including captures in war made on the high seas. For this last purpose in time of war a special court is constituted. The ordinary court is called the instance court, and is governed by a judge, called the judge of the admiralty court, with or without the assistance of a jury, and giving its decision according to the common law;

it is held in Knightrider Street, Doctor's Commons; criminal cases being tried at the Old Bailey. It takes cognizance of private as well as public injuries arising at sea, collision of ships, and piratical transactions. It has also an equitable adjudication in cases of dispute between part owners of vessels, in suits for pilotage, seaman's wages, salvage, and incidentally of wrecks. It also has peculiar jurisdiction in cases of bottomry bonds, and other deeds of the charter of a mortgage of the vessel, having an exclusive power to grant warrants for the arrest of the ship itself. There are likewise courts of an inferior nature, held by the vice-admirals, within their respective jurisdictions, deriving their appointments from the supreme court; and an appeal lies from their decisions to the supreme court, except in the case of prize vessels. An appeal also lies from the supreme court to the court of chancery in civil cases. The judge of the admiralty court acts as a deputy of the lords of the admiralty, in whose name criminal actions are brought, and not in that of Her Majesty, as in other courts.

ADMIRALTY, DROITS OF THE, are those perquisites which belong to the office of the lords commissioners of the admiralty. These consist of treasure, derelicts, (found within their jurisdiction;) all goods picked up at sea; all fines, forfeitures, deodands, ransoms, recognizances, and pecuniary punishments; all sturgeons, whales, porpoises, dolphins, grampusses, and all such large fishes; all goods or ships of an enemy coming into any creek, road, or port, by stress of weather, mistake, or ignorance of the war; all ships seized at sea, salvage, &c., together with share of prizes.

ADRACANT. The gum tragacanth, which see.

ADRIFT. The state of a vessel broke loose from her moorings, and driven without control at the mercy of the wind, seas, or current; or all of them together.

ADULTERATION. A fraudulent admixture of other substances with any commodity, for the purpose of lessening its real, but not apparent value; or of increasing its apparent value, without affecting its real value. Thus by adulterating bread with potatoes, its real nutriment, weight for weight, is decreased, and its real value as an article of food lessened; but by adulterating it with alum, its real value is not altered, but becoming whiter in consequence its apparent value is increased. Adulteration is a fraud at common law, as well as punishable by numerous statutes.

AD VALOREM. According to value. The duties upon works of art and most manufactured articles are necessarily levied according to the value of them. Such are

therefore called *ad valorem* duties. Of this nature are the duties upon picture frames, clocks, musical instruments, China ware, flower roots, pencils, &c. &c.

ADVANCE. Money paid before legally due. Thus a captain may give a sailor money in advance of his pay, to enable him to procure a necessary outfit. On consignment of goods merchants often advance from a half to two-thirds of their value, upon receipt of the bill of lading, invoice, &c. Advance is also money advanced by the bank on government securities, or a deposit of bullion. *In advance* has two meanings, either that you have let a person overdraw his account, or that he has settled for any thing before he has received it. In the merchant service, to prevent sailors from obtaining money in advance, and not going the voyage, it is customary for the captain to give an advance note, which the seaman may pay away to another person, indorsing it with his own name, and the person to whom it is paid doing the same, with his place of abode as well. (For the form of this and similar notes, see the *Appendix*.) Every volunteer in Her Majesty's service, whether rated able, ordinary, or landsman, is entitled by act of parliament to an advance of two months wages before the ship proceeds.

ADVENTURE. A shipment of a speculative character, or any shipment not ordered or not usual to the particular business of the merchant, or to the usual requirements of the place to which the goods are sent. Also a shipment of goods on private account and at private risk. Thus a captain may have an adventure of goods independent of his owners, or a merchant may adventure without involving his partners. The captain may thus act to increase his individual profit by the voyage, and a merchant may thus endeavour to open a trade in a new and hazardous article. A *joint* adventure is where two or more persons join in the speculation.

ADVENTURE, BILL OF. A writing signed by a merchant, testifying the goods expressed in it to be shipped on board a certain vessel belonging to another person who is to run all hazards, the merchant only obliging himself to account to him for the produce.

ADVERTISEMENT. A printed notification of any fact which is of a private nature. Commercial advertisements are chiefly accounts of sales, bankruptcies, meeting of creditors, formation and dissolution of partnership, sailing of vessels, importations of goods, &c. Every advertisement, of whatever nature, long or short, inserted in any newspaper, gazette, or other periodical publication, pays 1s. 6d. to government. A person is subject to £50 penalty, if he advertise for stolen goods, offering a reward, and engaging that no questions shall be asked, or any words to that effect.

ADVICE. Information communicated by letter, particularly in reference to bills of exchange. Such letters of advice should contain name; date; sum; when, where, and by whom payable; and all other particulars relative to the bill or draft. Where bills are presented for acceptance or payment without advice, they are often dishonored; it is also proper to give advices as it prevents forgeries. If a merchant accept or pay a bill for the honor of another person, he is bound to advise him thereof, and this should always be done under an *act of honor* by a public notary. Bills are sometimes made payable *as per advice*; at other times, *without further advice*, and generally without either of these words. In the former case, the drawee may not pay until he has received further advice; in the second case, or if no words are attached he may do so.

ADVICE BOAT. A small vessel employed to carry expresses or orders with all possible dispatch.

AEM.—See *Aem*.

AFFA. A weight on the coast of Guinea, about equal to an ounce English.

AFFIDAVIT. An oath in writing, sworn before some person duly authorized. Affidavits were, previous to 5 & 6 Will. IV, very frequent; by an act then made declarations were, in very many cases, substituted. The first step preparatory to an adjudication of bankruptcy is for the petitioning creditor to file an affidavit of the amount of the debt, that his debtor is a trader, that he has delivered to him an account in writing of the particulars of the demand, with a notice in due form requiring immediate payment thereof. (5 & 6 Vict. c 122.)—For various forms of affidavit, see *Appendix*.

AFFIRMATION. The solemn asseveration made by Moravians, Quakers, Separatists, and those who have been of either of these sects, in cases where an oath is required from others. The form for the Quakers is as follows:—"I, A B, do solemnly, sincerely, and truly declare and affirm, &c." For the Moravians the form is—"I, A B, do declare in the presence of Almighty God, the witness of the truth of what I say." False affirmation is subject to the same penalties as a false oath.

AFFREIGHTMENT. The contract by which a vessel, or the use of it, is let out to hire. The contract is of two kinds, *charter party*, and *general ship*, or *ship on general freight*, (see these terms.) The obligations of the ship master, or captain, are that the vessel shall be sea-worthy, properly provided with necessaries, with a sufficient crew, be ready to receive goods at and for a certain time, and to sail when appointed to do so; be navigated properly, without delay or deviation from the usual course; he must not incur

risk by being without proper papers, nor carry contraband goods; must take every care of the cargo, and upon arrival at the destined port must exhibit his manifest, and deliver the cargo to the consignee, on payment of charges.—See *Freight*.

AFLAOT. Floating on the surface of the water; a ship is said to be afloat when there is a sufficiency of water to bear her up, so that her keel does not touch the ground.

AFORÉ. All that part of the vessel which lies forward, or near the stem or head; also used in the ordinary land meaning of before, or further forward, as afore the main-mast.

AFRICA. The people of this vast continent are no less ignorant of commerce than they are of the arts of civilization and refinement. Scarcely any of them are acquainted with the use of money. Not a single ship, capable of foreign commerce, belongs to any one nation. Egypt is but a tributary to Turkey. Tunis and Morocco, Tripoli, &c., make no improvement, but rather decline. Guinea and the Cape of Good Hope are governed by the English. Senegal and Algiers by the French. Mozambique by the Portuguese; and it is doubtful if European enterprise did not stir the natives into some degree of activity, whether they would not content themselves with their own fruits and animals. Inter-course however between nation and nation is carried on to a considerable extent by means of caravans. Not considering Egypt and the Cape of Good Hope, we receive from other parts of Africa, ivory, dates, and other fruits, gold dust, gums, palm oil, ostrich and other feathers, skins, wax, leather, ornamental and dye woods. But its greatest trade has hitherto been in slaves, of whom it is said no less than 150,000 have been kidnapped in one year. The imports are limited by the few wants of the climate and the state of society. The manufactures most in demand are checked cottons, light coarse cloth, linens, silks, and piece goods; spirits, (chiefly rum,) gunpowder, guns, hardware, brass, (which is manufactured into ear-rings,) corals, beads, and trinkets, looking glasses, and other articles of ornament.

AFT. The same as abaft or after; aft is also applied to some of the ropes fastened to the corners of the sails; as, for instance, haul aft the fore sheet, or main sheet, is an order to pull the corners of these sails more towards the stern.

AFTER. A name applied to any object situated in the hinder part of the ship, as the after hatchway, the after capstan, &c.

AFTER GUARD. In the royal navy the seamen who are stationed on the poop and quarter deck of the vessel to attend and work the after sails, &c.

AFTER SAILS. Under this term are usually comprehended all those which are extended

on the mizen mast, and on the stays between the mizen and main mast. They are opposed to the head sails, which include all those that are spread on the fore mast and bowsprit, and both by their mutual operation on the opposite ends of the ship duly balance her when under sail.

AGAL-AGAL. A mucilage procured from a sea weed, and used by the Chinese and Japanese, as a varnish for pictures, boxes, paper, silks, &c.

AGARIC.—See *Amadou*.

AGATE, commonly called Scotch pebble. A hard, beautiful stone, used in jewellery, and for the making of chemist's mortars, snuff boxes, mullers for artists, handles for knives, beads, and other purposes for which extreme hardness or beauty renders it adapted. Agates are a combination of various materials, blended together apparently at the time of their formation, as jasper, amethyst, quartz, opal, cornelian, &c., with more or less metallic oxydes, particularly that of iron, to which principally agates owe their brown tints. According to the manner in which these several bodies are united, so agates assume different streaks, veins, spots, and colors. Hence one kind is called *moss agate*; another *fortification agate*; a third *ribband agate*. The largest and most beautiful agates which this country produces are found near Dunbar, and in the Isle of Skye, in Scotland. The moss agate comes from Mocha; hence is commonly called the Mocha stone. The ribband agate is brought chiefly from Saxony and Siberia. Fortification agate occurs in nodules of various imitative shapes; found in Oberstein on the Rhine, and in Scotland. Agates are most prized when the internal figure resembles some animal or plant, and these are more numerous than might be imagined. The Oriental agates are brought chiefly from the River Gambay; the African agates from the Orange River. There is a mine of agates in Transylvania, of varied colors, and some of a large size. There are still a great number taken from the river where they were first found, and whence they take their name, *Agates*, (now the Drillo,) in Sicily. These stones are cut, sawed, and graved with facility, and take a high polish. Agates in commerce are considered as cornelian; the latter term, however, only truly applies to the white and red uniform colored varieties. When rough they pay an ad valorem duty of 5 per cent., when set of 15 per cent; a reduction of 5 per cent. in both cases from the duties of 1840, when the net duties received for them was £324.

AGAVE. The *Agave Americana*, or American aloe, is a plant used universally throughout Mexico for the manufacture from its juice of an intoxicating liquor, called *pulque*; and from the longitudinal fibres of its leaves

of a material which forms a valuable substitute for hemp in the forming of cordage. These fibres are stronger than those of hemp, and if wholly submersed in water are very durable, but if exposed to alternate drought and moisture, sun and wind, they rot sooner than hemp. The process by which the fibres are obtained is very simple; the leaves are cut off from the plant, the juice which exudes both from the stem and the leaves is caught, fermented, and thereby formed into pulque. The leaves are beaten with sticks till well broken, then soaked in water for some days, and afterwards beaten again, until the outer skin and the green flesh is removed; when nothing but straight fibres, 6 or 8 feet long, and which extended from the one end to the other of the leaf, will be left. This is the substance employed for ropes, fishing nets, hammocks, sail-cloth, paper, and thread, throughout Mexico, except where commerce with Europeans has introduced the latter articles. The agave grows abundantly on the shores of the Mediterranean, where it is also occasionally used for cordage and matting. It is said that this plant flowers only once in 100 years; this is not strictly true. It is a fact, however, that it is many years coming to perfection, and having blossomed is generally so exhausted as to die soon afterwards. Small plants are common in our green-houses.



AGENDA. Things to be done; a name sometimes given to a pocket or memorandum book, in which is set down all the business to be transacted during the day.

AGENT. A person duly qualified to act on the behalf of another, either generally, or for a specific purpose. The principal is bound by the acts of his agent, if he have given him general instructions only; but if the agent be

appointed only for a particular purpose the principal is not bound if he exceeds his authority. It is not lawful for an agent to employ a second agent to transact the business of his agency, except as an assistant. In two contracting parties one cannot be agent for the other, not even with that other's consent. An infant or wife may sometimes act as agent, though they have no power to act on their own account. An agent employed to sell must not be the buyer, and *vice versa*, unless by the consent of his principal. If an agent deviate from his instructions, and a loss ensues, that loss falls upon himself; but if a gain arise, that gain belongs to his principal. He must not dispute the title of his principal. An agent must keep a clear account; all gains, whether from trading, interest, or whatever other source of his employer's money, belongs to that employer. Losses, arising from negligence, even those of forgery, fall upon the agent. The agent has a right to the stipulated or customary commission; he forfeits this by misconduct, if his employment be illegal, by gross negligence, by want of skill, and if he betray his trust. An agent can claim no commission until his service is complete; thus if an agent endeavour to let a house, or to sell goods, he has no claim until that house be let, or those goods be sold; however much trouble he may have had with it or them. (*Smith's Merc. Laws*, p. 46—55.) An auctioneer is an agent for both buyer and seller; hence he can neither sell his own property, nor buy that of his employers.—See *Broker, Factor, Navy Agent, Principal, &c.*

AGIO. The per centage difference between current and standard money; thus the Dutch and German bank money is generally better than currency, and will bear an agio of 3 or 4 per cent. If coin be purer at one time than another, or in one country than another, the purer will bear a certain agio or premium, and even when no real difference of quality exists, it may be more convenient to receive payments in a particular money than in any other; such money will bear an agio. Thus bank notes are a legal tender, but if bank notes fall into disrepute, the value of cash would be proportionally advanced, and therefore in foreign countries bear an agio of so much per cent. Agio is sometimes used to designate the premium or discount on bills of exchange.

AGIOTAGE. A term employed to designate the sort of manœuvres by which speculators in the public funds contrive, by disseminating false rumours, or otherwise, to lower or enhance their price. It is also sometimes, though less commonly, applied to the machinations of those who endeavour, by similar artifices, to raise or depress the price of provisions or other commodities.

AGREEMENT, according to its general legal import, may be defined to be "the consent of two or more parties in constituting or dissolving some lawful obligation;" but in the particular acceptation of it, it signifies a memorandum or short contract in writing, and is usually made preparatory to some more formal instrument. An agreement to be effectual must be drawn up so as clearly to express the intention of the parties, with their mutual consent to the stipulation and terms, otherwise no action could be maintained. Agreements pay a stamp duty according to their length, and also according to the value of the property, &c., relative to which they are given. The following agreements are exempt from duties:—agreements to grant a lease, the yearly rental being under £5. Second, those relative to the hire of labourers, artificers, manufacturers, and household servants. Third, those on the payment of seaman's wages on coasting voyages. Fourth, on the sale, produce, and management of merchandize. Fifth, assurance office agreements for policy.—For various forms of agreement, see *Appendix*.

AGROUND. The situation of a ship whose bottom or any part of it hangs or rests upon the ground, so as to render her immovable till a greater quantity of water shall float her off; or till she shall be drawn out by mechanical force.

AHM.—See *Aam*.

AHEAD. Further onwards than the ship, or at any distance before her. lying immediately at that part of the compass to which the head of the vessel is directed; it is used in opposition to astern. *To run ahead of one's reckoning* is to sail beyond the place erroneously estimated in the dead reckoning as the ship's station.

AHULL. The situation of a ship when all her sails are furled and her helm lashed on the lee-side; she then lies nearly with her side to the wind and sea, her head somewhat turned towards the direction of the wind.

ALABASTER. (*Alabaster* Ger. *Alabastro* It. *Albâtre* Fr. *Alabastr.* Russ.) There are two distinct kinds of stone known in commerce as alabaster; one a soft kind of marble, the other a variety of gypsum. The latter is of various colors, and is used for inferior articles of statuary, particularly for common chimney piece watch stands, bell pulls, and paper weights. The other is in its finest quality of a dazzling whiteness, and is manufactured, especially by the Italians, into numberless varieties of vases, and small articles of ornamental statuary, besides tables and chimney pieces. Spain and Italy produce the best alabaster; it comes to us in blocks, when it pays no duty, or in slabs at a duty of 3s. per ton; or as manufactured articles at an ad valorem duty of 20 per cent.

ALB

ALBATA. British plate or German silver; a compound of tin, copper, and nickel, now extensively used in this country in the manufacture of a variety of articles, which were formerly plated, or made entirely of silver. Albata goods differ very much in color and quality; the best of them possess considerable durability. Birmingham and Sheffield are the principal seats of this manufacture.

ALCOHOL. Spirits of wine of the greatest strength. All fermented liquors yield a spirituous liquor when distilled, which in its impure state is called whiskey, rum, brandy, arrack, &c., according to the material from which it is made; and of course according to the flavoring ingredients there may be in that material, so will be the peculiar character of the spirit obtained. This being re-distilled two or three times becomes at each operation stronger and more pure, until at last it obtains the name of spirits of wine or alcohol; though even then it is not absolutely pure, until chemical means have been used to absorb the rest of the water it may contain. Spirits of wine is extensively used to dissolve the resins, camphor, and essential oils, and hence its use in varnish making, in pharmacy, and in perfumery; while its fluidity at the lowest temperatures, its antiseptic properties, and its purity and ready inflammability, render it applicable to a variety of other purposes.

ALDER. The tree thus called is very similar to the abele already described, or intermediate between that and the willow tribe. The present is one of our commonest trees, particularly in low swampy ground; the moisture of which it increases by the action of its roots collecting and retaining the wet that flows near them. Though beautiful in a landscape it is not by any means a profitable timber tree, and yet it grows very rapidly. Its wood is soft, and of a uniform texture, not very strong, but which splits well. Exposed to the alternations of the weather it rots very rapidly, but when kept perfectly dry, or when kept wholly under water it is almost imperishable, and on this account, in ancient and modern times, it has been extensively used for piles in the construction of bridges, and other water-works; when kept dry, it is subject, more than any other wood, to be perforated by a small beetle. It is frequently made into chairs and tables, and those from the old and knotty trees are very beautiful, having a grain and specks like maple wood, with a fine red color. Its principal value, however, is for the staves of herring barrels, which are almost all of alder wood; as are also the soles of wooden shoes and pattens, wooden vessels, organ barrels, carvings, and turnery goods. Its charcoal is very superior to that of most woods, and is preferred for the manufacture of gunpowder. Its bark also is valuable to the tanner, and to

ALE

the dyer of black colors; also for fawns, reds, and yellows. It grows from 30 to 60 feet high, and belongs to the natural order of plants *Betulacea*.



Alnus glutinosa.—The Alder Tree.

ALE CONNERS. Officers chosen by the common council of the city of London to inspect the measures of public houses within the city of London, and to taste the ale that it is of proper strength and quality.

A-LEE. The situation of the helm when pushed close down to the lee side of the ship, in order to put the ship about, or to lay her head to the windward; the command is hard a-lee or luff-a-lee.

ALEGAR. Sour ale is so called when used for the purposes of the dyer.

ALE SILVER. A tax formerly paid to the lord mayor of London for liberty to sell ale within the city.

ALEXANDRIA. This fine port and city may be truly called the key to Egypt, as it is the only port which has deep water, and is accessible at all times. It is situated about 14 miles from the entrance to the W. branch of the Nile, with which it communicates by an ancient canal. Alexandria is partly built upon the peninsula upon which the Pharos, that celebrated light-house or watch-tower of ancient days, was placed. There are two harbours, the old and new, of which the old is the largest, and by far the more secure.



ALG

Very nearly the whole commerce of Egypt is carried on through Alexandria. The value of the exports in 1837 was £2,227,000. Its imports £2,872,000. There are twelve or fourteen English commercial houses, but they are surpassed in number by the French and Italians. English commercial influence has, however, much increased of late years, and has been greatly assisted by the overland conveyance to and from India.—See *Egypt*.

ALGIERS, OR ALGERIA. One of the principal cities and countries on N. coast of Africa, once an independent piratical state, now a colony of France. It is about 500 miles in length, and its breadth varies from 40 to 200 miles. The population is probably 2,000,000. It is mountainous, and in parts fertile. The atmosphere dry and clear, and the country healthy, except in the marshy



districts. Most of the European trades are carried on in the towns, yet the articles made are generally so imperfect, that European goods are much in request, and are bartered for gold dust, ostrich feathers, &c., besides corn, coral, &c. Previously to the occupation of the French, the established rates of duties on important articles were 5 or 10 per cent., according to the stipulations in their treaties with the countries of which they are the produce. Since the occupation of the French, no duties are levied on food, or articles used in building or agriculture, nor yet on manufactured French goods. On other articles the duties vary from a fifth to a fourth part of those of the French tariff, and articles prohibited in France are admitted by paying an ad valorem duty of 15 per cent. A tonnage duty of 2 francs is charged on foreign ships. A regular intercourse by means of steam packets is kept up between Algiers and Marseilles. The corsair flag of Algiers is now extinct; their national flag being now a flag of two colors—the upper half being white, the lower half black. The flag which the French have adopted for this colony is what may be called a double tricolor, blue, red, and white, in horizontal stripes; while they have appointed one of red and white

ALI

alternate stripes as a flag for the inhabitants to adopt. Thus in the roads of Algiers and elsewhere the three following flags are to be observed:—



ALIEN. Any one born out of the dominions of Great Britain, except the children or grand-children of natural born or naturalized subjects, such parents not having been attainted or liable to the penalties of treason. Aliens cannot hold land in the kingdom, though they may trade and have goods, money, and other personal estate. They may also bequeath, and bring an action relative to such property; alien enemies can hold no property, nor pursue actions. The children of aliens are considered as natural born subjects. The crown may grant letters of denizenship, after which he may hold land and other real property. The full right of citizenship can only be conferred by act of parliament by what is called a naturalization bill. By 13 Geo. III, c 3, every foreign seaman who serves two years in time of war on board an English ship is naturalized; also all foreign Protestants upon their residing seven years in any of the American colonies, without being absent two months at a time. All persons serving two years in a military capacity there, or three years in the whale fishery, without afterwards being more than one year absent from the British dominions; and finally all foreigners who have established themselves and families in Britain, and have carried on there the southern whale fishery, are naturalized as if by an act of parliament. By 6 & 7 Will. IV, c 11, all aliens, on their arrival from abroad, must declare their name and country to the chief officer of customs at the port of landing, and show him their passport, with a view to their being registered, under a penalty of £2; and ship-masters must report all aliens brought over seas in their vessels under a penalty of £20, and £10 additional for every alien on board.

ALKALIS. A class of bodies of small extent, but in the arts of immense value, being one of the chief ingredients in the glass and

soap manufacture, besides numerous other processes of trade. The alkalis are of two kinds, liquid and solid. The only liquid alkali is spirits of hartshorn, chemically called *ammonia*. The solid alkalis are potass and soda, or kali.—See these terms.

ALKANET ROOT. A coloring material; the root of a kind of bugloss, (*Anchusa tinctoria*,) a native of the Levant, and the warmer parts of Europe. France, particularly about Montpellier, produces it in the greatest abundance; that grown in this country is greatly inferior. It is propagated by seed, sown in beds in either spring or autumn. When sufficiently advanced the plants are transplanted, at intervals of 2 feet from each other. The coloring matter is confined to the bark of the roots, and therefore the small roots, having more bark in proportion to their bulk than the large ones, afford the most color, and are considered the best. Alkanet root is insoluble in water, but imparts a fine red to spirit, oils, wax, and all unctuous substances; hence it is used in coloring oils, unguents, and lip salves. Wax tinged with it imparts a flesh-colored stain when applied to the surface of warm marble. Mr. Macculloch says, that in the year 1832, at the duty of 2s. per cwt., it produced £1787 4s. 8d. In 1840, at the same duty, it brought a total duty of £11 18s. 7d. The duty is now reduced to 1s. per cwt. The price varies from 27s. to 32s. per cwt.

ALL HANDS AHOAY. The order by which all the ship's company are summoned upon deck by the boatswain.

ALLIGATION. A rule in commercial arithmetic to ascertain the proportion of materials in a mixture, or the price which any admixture should bear. As this is a rule simple in itself, and tedious to explain, we will refer to any book of school arithmetic for its particulars, especially to that by Walkingame.

ALL IN THE WIND. The state of a ship's sails when they are parallel to the direction of the wind so as to shiver, by turning the ship's head to windward, either by design or neglect of the helmsman. The order to seamen to put the vessel about is first hard-a-lee to the helmsman, and when he has acted by this command to indicate the same to the sailors by the expression helms-a-lee, by which the head sails are made to shake in the wind, and the vessel to be put about on another tack.

ALLOCATION. The admitting and allowing an article in an account, and passing it as such.

ALLOTMENT. An equal or just partition of a cargo when bought by, or belonging to different parties, but only applicable to such articles as cannot be otherwise equitably divided. Thus in a haul of fish, a heap of any mineral, of ballast, of manure, fire-wood,

and numerous articles of the like kind, a division of the whole into the requisite number of parcels, and the assignment by lot of each one of them to each of the proprietors is often the only convenient or practicable mode of adjustment. Allotment is also allowing half the pay of the various lower grades of a ship's company, seamen, marines, gunners, and petty officers in Her Majesty's service, to be paid to their wives, children, or mother; by the clerk of the check, collector of customs, or some other person appointed by government.

ALLOWANCES. In selling goods, paying duty upon them, &c., certain deductions are allowed for damage, dross, weight of the package, &c. These allowances are called *tare, tret, draft, cloff*, &c., (see these terms;) and are ascertained either by special agreement, by custom of trades, by the regulations of public offices, or by actual weight of packages, &c.

ALLOY. A mixture of two or more hard metals. Baser metal added to gold or silver in the making of coin is also called its alloy. Thus our gold coin contains 22 parts of fine gold, melted with 2 of copper, or as it is called of alloy.

ALLSPICE.—See *Pimento*.

ALMONDS. (*Amandelen* Du. *Amandes* Fr. *Mandeln* Ger. *Mandole* It. *Amendoes* Por. *Almendias* Sp.) The fruit of the almond tree, (*Amygdalis communis*,) or its kernel. This tree is a native of the Levant and of Syria. It now grows in most of the countries around the Mediterranean. There are two varieties, the *sweet* and the *bitter*; and it is supposed that the latter is the wild tree; the former the engrafted or cultivated. The fruit ripens in August and September, and is shipped in October. The bitter almonds are imported here from Barbary, chiefly Mogador, and are packed in boxes; all the following are imported in mats, casks, and boxes. The Valentia almond is sweet, large, flat, pointed at one extremity, and compressed in the middle. The Italian almonds are not so sweet, and are smaller and fuller. The Jordan almonds come from Malaga, and are the best sweet almonds brought to England; they are longer, flatter, less pointed at one end, and less rounded at the other, and with a paler skin than the other kinds. The duty has lately been reduced



Amygdalis communis.—The Almond.

one hundred fold ; it is now for Jordan almonds 25s. per cwt. Those not Jordan, nor bitter, 10s. Bitter 2s. Almond paste 20 per cent. In the year 1840 were imported no less than 5,380 cwt. of the various kinds, which is 3000 cwt. less than in 1836. The customary allowance for tare is for shells, if in them $\frac{3}{4}$. In baskets 6 lbs. each, if weighing $1\frac{1}{2}$ to $1\frac{1}{4}$ cwt.

ALMUDE. A measure for liquids in various places. In Lisbon it contains 3·64 imperial galls. ; in Oporto, 5·61 ditto ; in Faro, 4·08 ditto ; and in Constantinople, 1·15 ditto.

ALNAGE. Ell measure.

ALOE WOOD. The wood of the *Aquilaria agalocha* ; a large tree growing in some parts of Assam, Cochin, and China. The wood is of a dark color, and aromatic in odour ; hence it has been used as an ingredient in the religious incense used in Mahommedan, Hindu, and Catholic countries. The formation of this resinous matter, and in which the odoriferous properties of the wood depends, seems to arise from the diseased action of the vessels, and is by no means universal ; the wood in general being white and inodorous.

ALOE FIBRE.—See *Agave*.

ALOES. (*Aloe* Du. Ger. Lat. *Aloës* Fr. *Aloë* Sp. *Sabir* Rus. *Mucibar* Arab.) A bitter, resin-like, medicinal substance, produced by drying the juice of different species of the aloe tribe of plants. There are four sorts known in commerce : viz. Socotrine, Hepatic, Barbadoes aloes, and Cape aloes. The first is so called from the island of Socotra, whence it is brought ; it is the produce of the *Aloe spicata*. It is of a fine brown color, and when powdered of a golden yellow ; is glossy, partly pellucid, and with a peculiar and not disagreeable smell. It is scarce in

England ; what little comes is from Smyrna and Alexandria, packed in chests and casks. The *Hepatic aloes* is so called from its liver color ; it is believed to be the produce of *Aloe perfoliata*, and grows in Arabia, whence it is exported to Bombay, and hence to Europe. *Barbadoes aloes* is the produce of the *Aloe vulgaris*. Incisions are made in the leaves ; the juice hardens in the sun, and is collected in calabashes, or large gourds. Afterwards the leaves are boiled in their own juice, and the result when strained is *horse aloes*, an inferior kind. *Cape aloes* is the produce of *Aloe spicata*, which grows abundantly in Melinda, and around the Cape of Good Hope. This last is generally sold as the real Socotrine, a rarer and more valuable kind, although produced from the same plant. Aloes pay a duty of 2d. per lb., and 1d. per lb. if from an English colony. In 1841, when the duty was 8d. and 2d., it realized £1,261.

ALOOF. Up in the tops, at the mast-head, or anywhere about the higher masts, or rigging.

ALONGSIDE. Side by side, or parallel to a ship, wharf, &c. *Lying along.* The state of being pressed down sideways by a weight of sail, in a fresh wind, that crosses the ship's course either directly or obliquely.

ALOOF. At a distance. To keep aloof, commonly called keep the luff, is the command given by the pilot, or officer, to the helmsman, to direct the ship's course nearer the wind, or nearer that point of the compass from which the wind blows. This phrase probably regards the dangers of a lee shore, from which the pilot might order the helmsman to keep aloof.

ALQUEIRE. A corn measure in Portugal and Brazil. 100 alqueires of Lisbon = 37 $\frac{1}{2}$ imperial bushels, and 100 alqueires of Maranham in Brazil = 124 $\frac{3}{4}$ imp. bushels.

ALTERATION. Any material alteration of a bill, agreement, note, or other contract vitiates the instrument, even if made by a stranger. If made by the holder of a bill unknown to the acceptor, it operates as a complete satisfaction for the debt, and no action can be maintained upon it. (*Master v. Miller*, 4 T. R. 320.) If made by the consent of both parties, the instrument after such alteration is a new contract, and the old stamp will not suffice, unless such alteration were made to correct a mistake, or render the bill what it was originally meant to have been. Alterations are not accounted such, unless made after the bill is issued. If a bill or note present the appearance of alteration it is for the holder to account for it. A cancelling of an acceptance by mistake is no satisfaction to it. A memorandum of place payable, or other unimportant matter, is not an alteration affecting the validity of the instrument.



Aloe vulgaris.—Barbadoes Aloes.

ALUM. (*Aluin* Du. *Alum* Fr. *Alaun* Ger. *Alume* It. *Alumbra* Sp. *Kwassii* Rus. *Pedrahume* Por. *Shebb* Arab.) A salt, composed of sulphuric acid, an earth called alumina, and a small quantity of potass; hence, chemically speaking, it is a sulphate of alumina and potass. It is colorless, brittle, of an astringent taste, without odour. It is used extensively by dyers and calico printers as a mordant for their colors; also in the making of lakes, in clarifying liquors, whitening bread and candles. It is imported into India in considerable quantities from China. The finest and purest alum, though not that of the best color, comes from La Tolfa, near Rome; hence called *Roman alum*. Another fine description of alum is imported from Smyrna; it is called *Roch alum*. In this country it is prepared in vast quantities at Whitby, in Yorkshire, where a kind of slate, strongly imbued with alum, extends for many miles; but the most extensive alum works are at Campsie and Harleth, near Glasgow, where it is naturally contained in a slaty clay, called alum shale. The greatest detriment, and most common impurity of alum is an admixture of iron; to detect this, add a few drops of the water in which bruised nut galls have been boiled; if iron be present a solution of alum will assume a more or less purple tint. All the alum imported in 1840 was 10½ cwt. of Roch alum at a duty of 11s. 8d.; the duty is now 2s. per cwt. upon all.

AMADOU, AGARIC. German tinder, prepared from a fungous plant called *Boletus igniarius*, which grows on the trunks of old and decaying trees in the autumn of the year. The outer portion is cut off, and the inner spongy yellow-brown mass is cut into thin slices, then beat with a mallet to soften it, till it can easily be pulled apart by the fingers. It is then boiled in a strong solution of nitre or else gunpowder, according to whether it is required to be the brown or the black amadou. When boiled it is beaten a second time, and is then fit for sale.



AMAIN. Suddenly, at once; as let go again, i. e. let it run at once. This phrase is generally applied to any thing that is hoisted or lowered by a tackle or pulleys.

AMAN. Blue cotton made in the Levant.

AMBASSADOR. A representative of one sovereign or government at the court of another, to watch over the interest of his own government, to defend the subjects of it from

national oppression, to be the means of communication between the governments, to sign protocols, treaties, and such matters. These important duties entitle him to the highest marks of respect from the government to which he is accredited, and to numerous privileges conferred upon him by the law of nations. His person and goods are not subject to arrest under any circumstances, neither for smuggling, debt, nor even on the breaking out of war; and in this country whoever shall attempt such an arrest is, by 7 Anne, c 12, subject to heavy penalties. Ambassadors are only sent between powerful nations to each other, a minister or consul sufficing for inferior states. English ambassadors have the title of *Excellency* prefixed to their other titles. Letters to them are to be directed thus:

" To his Excellency,
The Rt. Hon. (Rank and Name),
H. B. M. Ambassador & Plenipotentiary
At the Court of ———."

The commencement and conclusion are,
" Sir, (or my Lord)," as the case may be,

* * * * *

" I have the honor to be,
Sir, (or my Lord,)
Your Excellency's most obedient
humble Servant."

We maintain ambassadors at Petersburg, Constantinople, Vienna, Brussels, and Paris. —For other places, see *Chargé d'Affaires*, *Consul*, *Envoy*, *Minister*, &c.

AMBER. (*Ambar* Sp. *Ambre jaune* Fr. *Ambra gialla* Ital. *Bernstein* Ger. *Barnsteen* Du. *Jantar* Rus.) A light, brittle, transparent hard substance, of a yellow or brown color, often inclosing insects, &c. It is found in roundish masses, from the size of a large apple to that of sand; is picked up on the shores of the Baltic, on the banks of the river Giaretta, in Sicily; from which places, particularly from the former, we receive it. It is also occasionally found in gravel pits near London, is washed up on our eastern coast, and there are mines of it in some parts of Prussia. The origin of amber has occasioned much discussion, but there appears little doubt that it is of vegetable origin, so much is it of the nature of the resins. Amber is often imitated by gum copal, from which it is difficult to distinguish it, except by burning. Copal when burnt produces a white flame; amber a deep yellow flame, and gives out a very different odour, which is even a better criterion than the color of the flame. Amber is used for common jewellery, necklaces, tops of sticks, mouth pieces of pipes, and particularly for varnishes. Manufactured amber pays a duty of 15 per cent. Rough amber 5s. per cwt. Imported 1840, 3,150 cwt. of rough amber, at a duty of 6d. per cwt.

AMBERADA. A fictitious amber, manufactured into ornaments, chiefly for the use of the negroes on the coast of Guinea.

AMBERGRIS. (*Ambergris* Fr. *Ambargris* Sp. & Por. *Ambrá* Ger. *Ambracani* It.) A substance found floating on the seas, or thrown upon the shores of the warmer climates, India, Brazil, and Africa. It is supposed to be a concretion, formed in the intestines of the *Physeter macrocephalus* or spermaceti whale. It is inflammable, of a fatty nature, uneven in its surface, and of a powerful and pleasant odour, particularly when rubbed or heated. It is usually obtained in small pieces, though some masses have been found of from 80 to 100 lbs. weight. Good ambergris should be grey on the outside, and grey with black specks or spots mixed with yellowish or reddish streaks inside. The best comes from Madagascar, Surinam, and Java. It is used as a perfume, and sells from 5s. to 10s. per ounce. Its high price leads to frequent and extensive adulterations of ambergris with white wax, resin, gums, &c. Imported 1840, 115 lbs. at the duty of 6d. per ounce. The duty is now 3d. per ounce.

AMBOYNA WOOD, or LINGOA WOOD. A fancy wood, very much like what bird's-eye maple would be if of a mahogany color, being in small knotted specks and veins. The tree from which it is produced has not been botanically ascertained, but from the size of the timber which comes to us in logs 2 feet or more in width, it is evidently the produce of a large tree. It has been much used of late years, cut into veneers, for the tops, &c. of piano-fortes. It is brought from Amboyna and Ceram. Only about 1½ tons were imported in 1840. Its duty then was £10 per ton; it is now £1, or 5s. if from British possessions.

AMBULANTS. Brokers or exchange agents at Amsterdam, whose testimony is not received in the courts of justice, as they are not sworn before the magistrates.

AMENDMENT. The correction of an error committed in any process, as the amendment of a declaration, plea, &c. All amendments are held to be within the discretion of the court, and allowed in furtherance of justice according to the particular circumstances of each case.

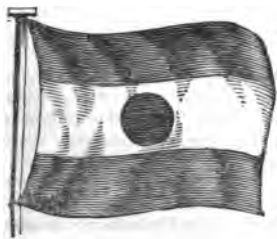
AMERICA. The vast continent known as America is naturally divided into two portions, N. and S. America, extending the one from Cape Horn to the Isthmus of Darien; the other from the latter line to the icy regions of Greenland and Boothia. The short account which we are enabled to give of this vast continent will be chiefly considered under the names of the various countries of Canada, the United States, Mexico, Peru, Chili, Paraguay, Brazil, Guiana, &c. &c. The following few general remarks on its resources

and character must suffice at present. North America is more intersected by lakes and streams of water than any other part of the world; its mountains are also the most lofty, its rivers the largest, its climate the coldest, its forest and metallic riches inexhaustible. It introduced to us the tobacco, the maize, potatoes, pimento, millet, cochineal, besides numerous valuable woods and drugs. The whole population of America in 1838 was 47,000,000; of which thousands upon thousands, who could hardly contrive to exist on this side the Atlantic, have attained if not to opulence, at least to comfort and independence in America. Almost the only commerce entered into by the original tribes of North America, now gradually becoming extinct, are the furs and skins which they barter with Europeans for muskets, gunpowder, spirits, ornaments, and clothing. With the civilized portions of the country, the commerce is very great in all European produce, and in tea and Indian goods from Asia. The manufactures are not comparatively extensive, nor yet good; thus manufactured goods are for the most part costly. The great strength of America, with the exception of Peru and Chili, essentially consists in agricultural produce. The land is cheap and fertile, agricultural labor carried on especially in the southern states by means of slaves; hence America has vegetable produce enough, and to spare. She sends us therefore vast quantities of rice, flour, timber, fruit, maize, tobacco, and now that greater facilities are offered to the importation of meats we may expect dried and preserved pork and beef to some considerable extent. Although America consists of numerous independent states, yet with the exception of Canada and the icy countries to the north, and Mexico to the south, the whole of the northern part of the continent forms the vast republic of the United States; we speak of them emphatically as America, thus American tariff, American flag, American ship, &c., implies what belongs to those States. It is usage alone which has given a definite meaning to these indefinite expressions, so usage does not allow more than a limited employment of such terms, thus we should say with greater propriety, President of the United States; also the expressions, one of the United States, and one of the States of America, are totally different in common acceptance. Mexico is one of the States of America, New York one of the United States; transpose the names, and neither designation will be correct.—For American tariff, flag, &c., see *United States*.

AMERICA, BRITISH.—See *Canada, Newfoundland, West Indies, &c.*

AMERICA, CENTRAL. The country so called lies between the N. and S. continent, and is

interesting in a commercial point of view only as including that mountainous tract of land called the Isthmus of Darien, through which it has been proposed to cut a ship canal to unite the Atlantic with the Pacific Ocean. The capital of the country is Guatemala; the nearest British port Balise. The government is completely military, one chief deposing another frequently. Although without a navy a blue and white flag has been adopted, in stripes as represented beneath, a blue central spot being depicted on the white band.



AMETHYST. (*Amethyst* Ger. *Amethyste* Fr. *Amatista* It. *Ametisto* Sp.) A species of quartz, of a pink or light purplish color, used for jewellery. There are two varieties, the occidental and the oriental. Of the former immense quantities are found in Brazil, both in the earth as rounded masses, and in fissures of rocks in aggregated masses of the most beautiful crystalline form. Good amethysts also come from Siberia and Ceylon. This stone has lately become common and consequently cheap: but being the only stone except garnets worn with mourning, it still retains its rank among the fashionable stones. Amethysts are valued according to the depth and uniformity of their colors, in which very great difference is observable. Hence they sell from in the rough, 20s. a pound to 12s. an ounce. Duty in the rough $\frac{1}{2}$ per cent. The oriental amethyst is a gem of a fine purple color, of intense brilliancy, and great beauty, and equal to the sapphire in hardness. It is very rare and costly, found occasionally in India, Persia, and Siam. The largest known is about 1 inch in diameter.

AMIANTHUS, or ASBESTOS. A fibrous kind of stone, which is capable of being woven into cloth when mixed with fibres of cotton or flax; being afterwards thrown into the fire the vegetable matter burns away and leaves the amianthus only, and which is not affected by the fire. This peculiar property occasioned the asbestos cloth to be used among the rich Romans as a cloth wherewith to inclose their dead previous to burning, that the cloth might retain the ashes of the corpse. With us it has been used to a small degree for firemen's clothing more for curiosity than utility.

AMIDSHIPS, the middle of the ship, either with regard to her length or breadth, as; the enemy boarded us *amidships*, i.e. in the middle between stem and stern. Put the helm *amidships*; i.e. in the middle between the two sides.

AMMISEED. An aromatic seed of a pungent taste, resembling in some measure that of camphor.

AMMONIA GUM. A gummy or resinous juice concreted from a plant growing in many parts of Arabia and Africa, resembling our fennel, called the *Dorema ammoniacum*. It is of a bitter nauseous flavor and faint odour. Brittle in texture, white or yellow in color, that which is the whitest and clearest being of the first quality. The best comes from Persia, by way of Bombay, and is packed in cases and chests. It is used to a small degree in medicine, and that only; the quantity imported is very small. It is in agglutinated masses of tears, or in separate drops.

AMMONIAC, SAL. Muriate of ammonia, much used in the arts of soldering and tinning iron goods, in dyeing, and various chemical manufactures, was once imported in large quantities from Egypt, &c. Sufficient is now made not only for our own consumption from the ammoniacal liquor produced in the gas manufacture, but we have of late years exported large quantities to Russia and the United States.

AMMUNITION. A general term for the various implements and materials used in war. By 6 Geo. IV, c 107, it is enacted that no ammunition can be imported into the United Kingdom by way of merchandize, except by licence from his majesty, and such licence is to be granted for furnishing his Majesty's stores only, under penalty of forfeiture. And by the statute 29 Geo. II, c 16, to ship for exportation any arms, gunpowder or saltpetre, or any species of ammunition after prohibition by proclamation or order in council to that effect, incurs a forfeiture of the same, as also £100 for every cwt. of saltpetre, £100 for every 25 stand of arms, and the like sum for every 2 cwt. of every other species of ammunition. Also the master of the vessel and every person aiding and abetting incurs a penalty of £100.

AMPHORA.—See *Anfora*.

AMSTERDAM. The capital of Holland and the sea port from which much of its produce is conveyed. It is situated in a marsh, is

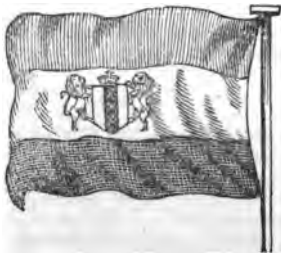


founded upon piles, and intersected by canals along which heavy goods are conveyed. It is somewhat in the shape of a horse-shoe, the two arms inclosing the port, and the river Amstel dividing the city into two portions, one called the Old, the other the New Town. Its streets are mostly narrow; a few of them however are of great width and beauty. The stadhous or town hall is the largest and most stately edifice in the whole kingdom of Holland. It is 282 feet long, 225 feet deep, and 116 feet high, and stands upon 13,695 massive trees or piles; it was begun in 1648, finished in 1655, and cost £300,000, an enormous sum for that time. The exchange is also a noble building.



Stadhous, Amsterdam.

The harbour is spacious and secure, the largest ships being enabled to come close to the wharfs and quays, and has recently been much improved by the formation of docks. The imports consist chiefly of sugar, coffee, spices and other tropical produce, in addition to every article that enters into the commerce of Europe. Its imports are estimated at £3,500,000, and its exports at £4,000,000. From 220 to 250 large ships belong to Amsterdam, employed in the trade of the East and West Indies, the Baltic, &c. The number of ships that annually enter the port are about 2,200. The flag used by Amsterdam merchantmen is as follows:—The upper stripe being red, the centre white, the lower one black, the arms of the city in the centre.



The usual rate of commission at Amsterdam is 2 per cent. on sales, &c., and $\frac{1}{2}$ to $\frac{1}{4}$ per cent. on bill transactions. Masters of vessels are bound to make within twenty-four hours of their arrival at Amsterdam or other Dutch port, a declaration in writing of the goods of which their cargo consists, and to exhibit the bills of lading with such declaration. The custom house officers are instructed to inform them of the requisite formalities. All goods may be bonded, and if re-exported by sea, they pay no duty: but if re-exported by land or canal they pay a transit duty. The warehouse rent for a quarter of wheat is about 1½d. per month, for sugar from 6d. to 8d. per ton English. Merchants allow from 1 to 2 per cent. as draft upon goods sold. Government allows upon most articles as tare 15 per cent. upon those brought in boxes and casks, and 8 per cent. on those brought in bags, baskets, mats, &c. except grain, which is 2 per cent., porcelain 15 per cent., indigo 25 or 15 per cent., according as it is packed; sugar varied, allowance is made for leakage. Accounts are kept in the *florin* worth 1s. 8½d. sterling, which is divided into 100 equal parts or cents. The *florin-piece* is a new gold coin, worth 16s. 6½d. nearly. The par of exchange between Amsterdam and London is 11 florins, 58 cents per lb. sterling. The weights are the same as the French, but with different names. The ell *vierkante*, (square) ell and *kubieke* ell answer to the French metre, centiare and stere. The *kop* a dry measure, and the *kan* a liquid measure, both correspond with the French litre. The *foot* at Amsterdam is equal to 11½ English inches.

ANABASSES. A coarse kind of blanketing made in France for the Guinea trade.

ANACOSTE, or ANASCOTE. A sort of wool-len diaper stuff, manufactured for the Spanish market at Leyden, and in the eastern part of the Netherlands.

ANATOCISM. An old name for compound interest.

ANATOMICAL PREPARATIONS are imported without duty. They come almost entirely from France.

ANCHOR. A heavy iron instrument, with a double hook at one end, and a ring at the other, by which it is fastened to a cable, and dropped from a ship into the bottom of the sea, where taking its hold it keeps her in a proper situation from being driven away by the winds or waves. It is composed of a *ring* at top, next of a *shank* or iron rod, extending from the ring to the *arms*, which arms are terminated by *palms* or *floors*, the sharp points of which are called the *bills*. The outward angular point of the two arms at the extremity of the shank is called the *throat* of the arms. The thin part of the arms under the palms is called the *trend*. The *crown* is where the arms are joined to the shank. The

small round is the diameter where the shaft is smallest, which is near the square part where the stock is fixed, and the *stock* is the beam of wood fixed on the extremity of the shank, at right angles to the plane which passes through the arms. Its length is that of the stock added to half the diameter of the ring.



Anchors vary in weight from 1 to 95 cwt., one of this weight being in Portsmouth dock yard. The names of the anchors at present in use are the *sheet* anchor, which is the largest and strongest, being that which seamen call their last hope, and never to be used but in great extremity. The *best bower* anchor and *little bower* anchor are a little different in size, and take their names from the situation where they are placed, being carried on the bows of the ship. The *stream* anchor, which is less than the preceding, and the *kedg* anchor, which is the smallest of all, except the *pilot's* anchor. This is a small anchor, used mostly by pilots for dropping a vessel in a stream or tide's way. With respect to the situation when in the ground they are sometimes denominated the *flood* anchor and the *ebb* anchor or those by which the ship rides during the flood or ebb tide. The *sea* anchor or that towards the offing, and the *shore* anchor or that between the ship and the shore.

ANCHOR, *the, comes home*, implies that it is dislodged from its bed. The anchor *drags* implies that it is not firmly fixed. The anchor *being foul* is when it catches hold by its flook or stock with its own cable, or with some other body or anchor beneath the surface. The anchor is a *cock-bill* implies that the anchor is suspended perpendicularly from the cat-head, ready to be let go at a moment's warning. The anchor is a *peek* denotes that the cable has been drawn in so tight as to bring the ship directly over it. The anchor is a *trip* or a *weigh*; the state of the anchor when it is just drawn out of the ground in a perpendicular direction ready to be hauled up. *Coming to an anchor*; stopping in a roadstead, port, &c. by letting go, or as it is called *casting* the anchor, and by its or their means confining the ship to that spot, when

she is said to *ride* or to *lie* at anchor. To *back* the anchor is to assist it by a second and a smaller anchor a-head of it, the cable of the smaller being fastened to the crown of the larger to prevent its coming home. To *cat* the anchor is to draw it up to the cat-head. To *fish* the anchor is to hoist and draw up the flocks towards the bow, after it has been catted, by a machine called a fish, in order to stow it. To *steer the ship* to her anchor is to steer the ship's head to the place where the anchor lies when they are heaving the cable into the ship. To *sweep* the anchor is to drag at the bottom of the sea for an anchor that has been lost. It is performed by fixing two ends of a rope to two boats a little apart, and sinking the middle of the rope, by means of a shot or some other weight, so that on conducting it along the bottom it may catch the anchor. To *shoe* the anchor is to cover the flocks of it with board of a greater size, in order to give the anchor greater hold in soft ground. To *weigh* the anchor is to heave it out of the ground by its cable.

ANCHOR, FLOATING.—See *Drag Sail*.

ANCHORAGE. An anchoring ground; also a duty levied upon vessels coming to a particular road or anchoring ground. In some places this is regulated by the tonnage of the vessel, at others by the nature and value of its cargo. Should a vessel be driven in by stress of weather, anchorage is not due, provided no part of the cargo has been discharged. Anchorage is also the set of anchors belonging to a vessel.

ANCHOR GROUND, is a bottom which is neither too deep, too shallow, nor rocky. As to the first, the cable bears too nearly perpendicular, and is thereby apt to jerk the anchor out of the ground. In the second, the ship's bottom is apt to strike at low water or when the sea runs high, by which she is exposed to the danger of sinking; and in the third, the anchor is liable to hook the broken and pointed ends of rocks, and tear away its flocks, whilst the cable from the same cause is constantly in danger of being cut through as it rubs on their edges.

ANCHOR STOCK. The stock of an anchor; also a method of working planks, whereby the end of one plank comes nearly over the middle of another plank, and the planks being broadest in the middle and tapered to the butts, they thereby appear in shape like an anchor stock.

ANCHOVY. (*Anchois* Fr. *Accinghe* It. *Anjovis* Du. and Swed. *Anchojin* Ger. *Anchovas* Por. and Sp. Latin *Clupea encrasicolus*.) This delicious little fish is common on the coasts of Portugal, Spain, and France, and is occasionally found on the coast of Hampshire, and other parts of our shores. From 4 to 5 inches in length is the ordinary size, but it is sometimes much larger, though these

ANC

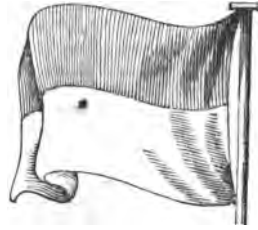
larger fish are not so much esteemed. The anchovy is immediately known from the sprats and other fish which are like it by its sharp pointed head, with the upper jaw considerably the longest; now in the sprat the under jaw is the longest. There is a great difference also in the tail, that of the anchovy is more deeply forked and more slender, its body is thinner, its mouth much larger; also the fins on the back and belly, called the dorsal and ventral fins, are exactly even to one another in the sprat, but in the anchovy the ventral fin is much nearer the head than the dorsal one, and this is the surest and indeed the only mark to be relied on in the preserved fish, as in pickling the fish are gutted, and the head cut off. The reason of this is because it is a very bitter fish, the head being scarcely less bitter in flavor than the liver. The fishing for the anchovy is carried forward in the night, and lights are used with the nets. The months during which the fishing is carried on are May, June and July. The best fish are caught in May, the most abundant in June, and inferior mixed with shotten ones, or those which have spawned in July. It is said that the anchovies of commerce are often adulterated with an admixture of sardines, (*Clupea sardina*) a fish very much resembling the pilchard, only smaller in size, but it has neither the color nor flavor of the anchovy. The Mediterranean particularly its N. shore is its grand home, and the number caught there every year is immense. The only preparation they receive is drawing, decapitation, and salting down in small casks. The best are brought from the small island of Gorgona, the importation of them is very considerable, amounting in 1840 to no less than 211,680 lbs., paying then as now 2d. per lb duty.



ANCHUSA.—See *Alkanet*.

ANCONA. An Italian sea port, and the third city in the papal states. It has a fine quay, with a port formed by a mole 2000 feet in length, 100 ditto in breadth, and 65 above the sea, having at its extremity a light-house with a revolving light. The mole being hooked at the extremity, vessels may lie immediately within the harbour in from 7 to 20 fathoms, but it shoals rapidly, and vessels drawing more than 15 or 16 feet should anchor within a short distance of the entry. There is good anchorage ground about half a mile without the mole, in 10 or 12 fathoms. The town has the most considerable trade on the west coast of the Adriatic. Its ships are numerous, and bear a flag of two colors, red and white.

ANG



AN END. The situation of any mast or boom, when in a perpendicular position to the plane of the deck, tops, &c. The top masts are also said to be an end, when they are hoisted up to their usual station at the head of the lower masts.

ANFORA, or AMPHORA. A Venetian liquid measure = 114 gallons nearly.

ANGEL. An ancient English gold coin, valued at 6s. 8d. in the reign of Edward IV, by whom it was first coined, afterwards at 8s. in the reign of Henry VIII, and at 10s. in the reign of Mary. It was disused after the reign of Charles I., the puritans considering it profanation to give such a name to "Mammon." The angel at 6s. 8d. is the well-known lawyer's fee of the present day as the angelet was formerly.

ANGELET, or HALF ANGEL. A common coin in the reigns of the Tudors, valued at 40d., or half the price of the angel at that time. It still remains the legal fee in some offices.

ANGELICA. A large umbelliferous plant; the term umbelliferous implying that the flowers are borne in an umbel or whirl, like the ribs of an umbrella. It has hollow stems, and is in every part aromatic and stomachic, and therefore used in medicine. Its green stalks also make a delicious confection, being cut into lengths and boiled in sugar. It grows wild in many parts of Europe, and is imported here in considerable quantities on account of the fragrant character of the root, which communicates a pleasant and warm sensation to the mouth for a long time. Hence angelica root is largely used by the London distillers in the manufacture of gin, as one of the flavoring



ingredients. There was imported, in 1840, 441 cwt. at the same duty as now, namely, 4s. per cwt. The plant grows 5 or 6 feet high, and is common in gardens. Its seeds do not long retain their virtues.

ANGOSTURA BARK. *Cusparia bark.* The bark of the stem and branches of the *Cusparia febrifuga*, a tree of the warmer parts of S. America, especially around Angostura in Columbia. Its odour is disagreeable, its flavor bitter and aromatic, its medicinal properties a powerful tonic. The rougher sort is in flat, the finer in quilled pieces, brittle, internally smooth, and of a yellowish brown, externally ash-colored. Impure or spurious bark is very much darker colored both internally and externally.

ANIL. The native name of the indigo plant in most of the countries where it grows. Botanists distinguish by this name a different species of indigo from the true one.

ANIMALS. Animals are imported for instruction, amusement, for improving the breed of our own country, or for food. The first kind which includes living objects of natural history pay no duty. To the class of animals of amusement we may only assign singing birds, which pay a duty of 8s. per dozen; other animals, such as poultry, fish, oysters, &c., are found under their names. The duty upon live quadrupeds is now as follows from F.C and B.P. (Foreign countries and British possessions):—

	s.	d.	s.	d.
Mules and Asses, each	2	6	F.C. 1	3 B.P.
Goats and Kids	1	0	"	0 6 "
Oxen and Bulls	20	0	"	10 0 "
Cows	15	0	"	7 6 "
Calves	10	0	"	5 0 "
Horses, Mares, Geldings	20	0	"	10 0 "
Colts and Foals	20	0	"	10 0 "
Sheep	3	0	"	1 6 "
Lamba	2	0	"	1 0 "
Swine and Hogs	5	0	"	2 6 "
Pigs (sucking)	2	0	"	1 0 "

All of these, except asses, mules, and the horse tribe, were prohibited to be imported previous to 1842; 9 asses, 374 horses, &c. were all that were imported in 1840.

ANIMI, or GUM ANIMI. A resin which exudes from a large tree growing in South America, called *Hymenaa courbaril*. It comes to us in tears or drops, and larger masses, more or less yellow or brown according to its quality. In commerce two kinds are recognized, the *washed* and the *scraped*, of which the latter fetches the best price. It is extensively used by the varnish makers. Duty 1s. per cwt.; last year 6s. per cwt., at which 1190 cwt. were imported in 1840.

ANISE, or ANISEED. (*Anis* Fr. *Anice* It. *Anisum* Lat.) A small seed of an aromatic plant of the umbelliferous kind, (like fennel,) called by botanists *Pimpinella anisatum*. It is imported from Germany, Spain, and China, and is used by the apothecary as a car-

minative, and to make the well-known cordial liquor which goes by its name; it is the seed alone which is used. The duty is 5s. per cwt. if from abroad; 2s. 6d. from British possessions. It realized at 5s. in 1840 the sum of £78 5s. 10d. as duty.

ANISEED, STAR. The produce of a small tree, *Illicium anisatum*, growing in China and the Phillipine Islands. The seeds are glossy, of an agreeable aromatic flavor, and borne in a very peculiar star-shaped seed vessel, each ray of which contains a seed. They are but little used, and that little in medicine.

ANISEETTE. A French liqueur, made by distilling anise, fennel, and coriander seed with brandy, and sweetening the product.

ANKER. A liquid measure, originating at Amsterdam, containing 10½ gallons English. The anker is the cask used by smugglers; hence we hear of an anker of brandy, or more familiarly *tub* of brandy; half this measure is called with us a *pin*.

ANNA. An imaginary money of the East Indies, being about $\frac{1}{16}$ of a current rupee or 1½d. sterling. It is also a small weight.

ANNAPOLIS. A sea port of Nova Scotia, on the east side of the bay of Fundy. It has a most capacious harbour, but the entrance is through a difficult strait, called the Gut of Annapolis. The Indians exchange their furs here for European goods. W. Lon. 65° 22. N. Lat. 44° 49.

ANNATTO, ANNOTTO, ARNOTTO. (*Rocou* Fr. *Orlean* Ger. *Oriana* Ital.) A material for a red dye, extracted from the pulp which surrounds the seeds of a tropical tree, called *Bixa orellana*. It is common in South America and other parts. The tree is about 12 feet in height, with leaves dark green on the upper side, light green and streaked with red veins on the other. The tree produces pods, somewhat like those of the chestnut; these are at first of a beautiful rose color, but as they ripen change to a dark brown, and bursting open display a splendid crimson pulp in which are contained 30 or 40 seeds, in shape similar to raisin stones. These pods are gathered, divested of their husks, and bruised. Their pulpy substance, which seems to be the only part that constitutes the dye, is then put into a cistern with just enough water to color it, here it stops till it begins to ferment; it is then well stirred about to separate the seeds; it is then passed through sieves, leaving the seeds behind. The red and thick liquor is boiled, and the coloring matter floats, and is skimmed off or else is left to subside; in either case boiled till it is a thick paste. It is said that annatto prepared as follows is of four times the value of that above; this is by simply washing the seeds, afterwards precipitating the coloring matter by vinegar or lemon juice, and then drying the precipitate. The annatto of commerce is moderately hard,

of a brown color on the outside, and of a dull red within. It dyes silk of a bright, but fleeting orange color; it is acted upon with great difficulty by water, therefore alkali is always added to the dye bath, which facilitates its solution, and produces a better color. The liquid sold in the shops as Scott's Nankin dye is nothing but a solution of annatto in potass and water. It is soluble in spirits of wine, and thus is useful in lackering and in coloring varnishes; it is likewise employed in large quantities as a coloring ingredient for cheese. Annatto is imported in cakes wrapped in banana leaves, therefore called *flag annatto*, and packed in casks; also in hard *rolls*. The former is brought from Cayenne; the latter, which is a far superior article, from Brazil. The duty on both kinds is now 1s. per cwt., till lately 1s. and 4s. at which it yielded in 1840, £170 8s. 5d.



ANNUITY. A fixed sum of money payable yearly for a number of years. If payable for any definite time, it is an annuity *certain*. If during the life of one or more individuals it is a *contingent annuity*. The value of the first is calculated by the rules of interest merely; of the last, the contingency of human life is also taken into account. An annuity, which is not entered upon immediately, but after a certain number of years, is called a *deferred annuity*. If not to be entered upon till after the death of some person or persons now living, it is called a *reversionary annuity*. When limited by the duration of a life or lives it is called a *life annuity*; and when it is to continue only for a term of years, provided an individual or individuals shall survive that term, it is called a *temporary life annuity*. Real property may also be liable to a *perpetual annuity*. The legacies left to charities are often of this description. *Redeemable annuities* are such as may be redeemed by the

granter. Certain annuities depend for their value and calculation only on the market price of interest from time to time, and therefore fluctuate in value in the same manner as the stocks themselves; thus an annuity of £40 per annum for twenty years may one year require £150 to purchase it, and the next year £140 or £160, according to the state of the money market. Annuities on lives are of different kinds, whether made dependent on single or joint lives, and whether these are subject to particular contingencies. Such annuities are payable half yearly, and are transferable, and upon the death of any nominee, a sum equal to $\frac{1}{2}$ of the annuity, besides arrears, will be payable to those entitled thereto, or their executors, provided such should be claimed within two years. They are sold by government at the National Debt Office, and also by assurance companies.—See *Assurance, Reversion, &c.*

ANNUITY BOND, is an instrument of the nature of annuity, whereby a certain party who has borrowed money engages to repay the same by yearly sums, in which capital and interest thereupon is reckoned. It is therefore the same relative to money in loan, as a payment by instalment is to a business debt. Annuity bonds, by 53 Geo. III, c. 141, explained by 2 Acts 3 and 7 of Geo. IV, must be enrolled in chancery within thirty days after their execution if for England, but this act does not extend to Ireland or Scotland.

ANNUL. In book-keeping, signifies the cancelling or rendering void any entry which may have been made by mistake. Thus where an entry has been made on the debit side, which ought to have been carried to the credit side of the account, and *vice versa*, instead of erasing the erroneous entry, the same item is entered on the opposite side with the word annulled, and some corresponding mark or letters, after which the item is entered on the proper side of the account, or as it ought to have been at first.

ANSWER. To reply to, obey, or be adapted for, as the chase has answered the private signal:—that ship does not answer her helm, this spar will not answer for a top gallant mast, and so on.

ANTEDATE is applied to some bond, bill, or other instrument, bearing a date previous to what ought to be the true one. This in general vitiates the instrument.

ANTHAL. A Hungarian wine measure, equal to $11\frac{1}{2}$ imperial gallons.

ANTHRACITE. A species of coal, called also *glance coal* from its shining fracture, *stone coal* from its difficult combustion, and *blind coal* from its burning without flame. It is found in numerous localities, particularly in South Wales, where it is used extensively for smelting of iron, for which it is particularly adapted, owing to the intense heat it throws

out. It will not burn in ordinary grates, but is sometimes used in German and other similar stoves, where the current of air is strong.

ANTIGUA. An island belong to Great Britain in the W. Indies, being one of those denominated the windward islands. It is of an oval shape, barren and rugged around the coast, but pleasant inland. It has no river, and its springs are very small. Rain is scanty, and from the frequent drought crops very uncertain. Its exports, according to the last official returns (1837) were, sugar 6,849,514 lbs.; rum 18,852 galls.; molasses 223,710 galls. This is not one half the quantity exported the previous year, and not one-third of that of 1835, owing as is supposed to the emancipation of the slaves in 1834, and a succession of bad seasons. The whole exports in 1837 were valued at £73,049, and the whole imports the same year at £158,998. English harbour on the S. side of the island is one of the best in the W. Indies. It has depth of water sufficient for vessels of the largest burden, and is well sheltered from winds. It has a dock yard, a naval hospital, and every convenience for repairing and refitting ships. Antigua is the oldest W. I. colony, after St. Kitt's and Barbadoes, having been obtained in 1632.

ANTIMONY. (*Antimoine* Fr. *Antimonio* It. *Speisglas* Du. and Ger.) A metal of a greyish white color, found in Saxony, Germany, Spain, France, Mexico, Siberia, Pegu, and Cornwall. That which we make use of comes almost wholly from Borneo, through Singapore, and is loaded as ballast. It is used chiefly in medicine, and in the making of metal type, it having the very peculiar property of expanding as it cools; thus the metal within the mould expands, and fills the most minute interstices. The ore is very brittle. The ore of antimony pays a duty of 1s. per ton; (there were 646 tons imported in 1840.) Crude antimony 2s., and regulus of antimony, that is, the purified metal 8s. per ton.

ANTWERP. A maritime city of Belgium, situated on the N. bank of the Scheldt, 26 miles N. of Brussels, and 32 from Ghent.



The manufactures are various and extensive; they consist of silk and cotton stockings, thread and tape, linen and calico, embroidery; sugar refining, lapidary's work, bleaching, and ship

building are extensively carried on. Antwerp has very spacious commercial docks, and a fine river opening into the N. sea. The greater part by far of the foreign trade of Belgium centres here; the imports consist chiefly of colonial produce, wine, hardware, coal, hides, spices, and dye drugs; the exports consist chiefly of corn, linseed, flax, bark and madder, linen, lace, carpets, tallow, and hops. In 1837, no less than 1426 ships entered the port, the burthen of which was 225,030 tons. The finest buildings of Antwerp are its lofty cathedral, and the Hotel de Ville; the latter is indeed a fine specimen of the architecture of the early part of the last century.



Hotel de Ville, Antwerp.

The system of monies, weights, the par of exchange with London, the custom-house regulations, the tares allowed upon goods, &c. are for the most part the same as those used at Amsterdam. (See *Amsterdam*.) The florin is of the same value, 1s. 8½d., and is divided into 20 sous, and the sou or sol into 5 cents.

APEEK. A nautical term, implying that the ship is in such a position that she is directly over the anchor, and consequently that the cable is perpendicular and drawn tight; the anchor is then said to be apeek.

APOTHECARIES COMPANY. A trading company of London, first incorporated with the grocers in the year 1606; their arms are represented beneath.



English of motto—"And I am known as an artificer throughout the world."

In 1617 they were constituted a sole corporation, and in 1712 they were by the 12th of Anne, which was made perpetual by 9 Geo. I, exempted from serving on juries, and ward and parish offices. The society is held at a hall in Blackfriars, and is governed by a master, wardens, and court of assistants. Every kind of drug and chemical substance is sold in their hall, and chemical operations conducted in their laboratory. There is also a court of examiners, who by the statute 55 Geo. III, c 194, are empowered to require every person, previous to practising as an apothecary, in either England or Wales, to pass an examination before them, and to obtain the certificate of his proficiency, under a penalty of £20 for every time he practices without such certificate. An apothecary is one who prescribes medicine and also sells it; if he merely sells it he is a chemist and druggist; if he prescribe only he acts as a physician. If apothecaries refuse to prepare or administer, or negligently and fraudulently prepare, administer, or sell any medicines or medicinal compositions, they forfeit for the first offence £5; for the second £10; and for the third their certificate; are rendered incapable in future of acting as apothecaries, and are subject to the penalty inflicted for acting without a certificate.

APOTHECARIES, WEIGHTS and MEASURES. Apothecaries in this country compound their medicines by a series of weights, the lb. and oz. of which are similar to those of troy weight; the subdivisions however are different, as thus: 20 grains = 1 scruple \mathfrak{S} , 3 scruples = 1 drachm \mathfrak{z} , 8 drachms = 1 oz. \mathfrak{z} , and 12 ounces = 1 lb. The liquid measure with the character of each quantity is as follows:—60 drops or minims \mathfrak{m} = 1 fluid drachm $\mathfrak{f}\mathfrak{z}$, 8 $\mathfrak{f}\mathfrak{z}$ drachms = 1 fluid ounce \mathfrak{f} \mathfrak{z} , 16 ounces = 1 pint \mathfrak{O} , 8 pints = 1 gallon \mathfrak{C} . A tea-spoon holds about a drachm; a table-spoon about 4 drachms. The Dutch apothecary's weight is called arsenic weight.

APPAREL.—See *Baggage*.

APPEAL. The removal of a cause from an inferior to a superior court, when the parties think themselves aggrieved by the sentence of the inferior one. Appeals lie from all the ordinary courts of civil justice to the House of Lords, and finally to the Privy Council; but if withdrawn from that house or council the appellant must pay all costs. Appeals from the vice admiralty courts may be made to the admiralty in London, and from thence to the court of chancery.

APPLES. The fruit of the *Pyrus malus* or apple tree. This valued tree is cultivated in most temperate regions of Europe and America, both for the table and for the manufacture of cider. (See *Cider*.) Apples, besides being a great source of internal trade, are imported in vast quantities from America and

France. The former of these countries yields good apples, but they are often spoiled on shipboard by heating during the passage; the French apples are more pithy, insipid, and juiceless. The duty upon raw apples imported is 6d. per bushel if from foreign countries; 2d. if from our colonies. Upon dried apples 2s. per bushel from all places.

APPOINTMENT OF A SHIP. Her furniture, equipment, &c.

APPRAISEMENT or VALUATION. An estimate of the pecuniary value of houses, lands, or goods, made by a sworn appraiser or valuer. His duties may extend also to an estimate of repairs and delapidation, injury sustained, artificer's work, required materials, personal interest, liability in estates, &c. Every appraisement must be on a stamped paper or parchment.

	s.	d.
If of £50 value or under	2	6 Stamp.
From £50 to £100	5	0 "
" £100 to £200	10	0 "
" £200 to £500	15	0 "
Above £500	20	0 "

Appraisements of bankrupt and insolvent property, those for ascertaining the legacy duty, and also those instituted by the Admiralty, are exempt.

APPRAISER. He who for hire or emolument rates or sets a value on goods; called a sworn appraiser from his taking an oath to administer justice between party and party. Any person to act as such must take out yearly a license from the excise, at a cost of 10s., except auctioneers, who are appraisers by virtue of their auction licenses; all other persons acting without a license are liable to a penalty of £50, (46 Geo. III, c 43.) An appraiser may be called as a witness to prove the value of property appraised.

APPRENTICE. A young person of either sex bound by indenture to serve a master or mistress for a certain time faithfully, honestly and soberly, upon condition that the said master or mistress teach him or her the whole art of his trade or manufacture, with or without food, raiment, lodging, &c., as may be agreed upon between the father or guardian of the youth and his master; so also the amount of premium or the wages, (if any,) must be a matter of agreement. It is not now necessary by law to have been an apprentice before setting up in, or practising a trade or calling, as was the case previous to the act of 54 Geo. III, c 96, except the custom of certain corporations require it, even this exception is cancelled by the act 5 and 6 Will. IV, c 78, sec. 14. As persons under age cannot bind themselves by covenants, so it is usual for their parent to be bound for them, that they shall fulfil their duties. A youth however who has bound himself singly, and completed his apprenticeship, will be entitled to the benefit. Indentures in London must be en-

rolled in the chamberlain's office within a year; otherwise, if the neglect arise from the master, the apprentice may sue out his indentures and be discharged. The apprentice may leave his master when he arrives at twenty-one years of age, but his father or guardian will remain liable for any loss, or injury the master may sustain thereby. When a premium either in money or goods is given, the sum or value must be expressed on the indenture, or it becomes void. The death of the master, or a fiat of bankruptcy annuls the indenture, so also it may be annulled by mutual consent; or by the chamberlain in London or a magistrate in the country, for cruelty, neglect, or other improper conduct of the master; robbery, or other crime of the apprentice. The latter can be punished for leaving his duties, or badly performing them; he is bound in the terms of his indenture to serve his master cheerfully as well as faithfully, to perform all his lawful commands, of however menial a character they may be; to keep all his secrets, to be civil to his family, not to absent himself by night or day from his service, to use diligence, to consult his master's interest in all things; not to trade on his own account, nor enlist for a soldier, nor gamble, nor marry, nor do any thing which can by probability injure his master. Disorderly apprentices may be committed to prison with hard labor. If any one entice away or employ another person's apprentice, the real master may claim the value of his time and all money paid to him during such absence, or he may have a special action on the case. The stamp duties on indentures of apprenticeship are in proportion to the premium paid.

If under £30 the stamp will be	£ 1.
£ 30 and not £ 50	£ 2.
£ 50 and not £100	£ 3.
£100 and not £200	£ 6.
£200 and not £300	£12.
£300 and not £400	£20.
£400 and not £500	£25.

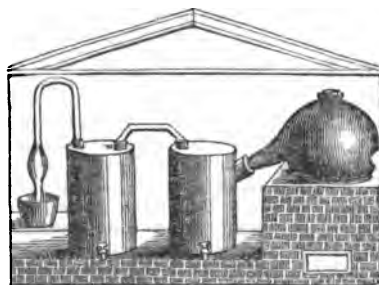
And £5 extra for every additional £100.

When there is no money paid the stamp is £1, if the indenture contains less than 1080 words, or £1 15s. if more than that number, See *Parish Apprentice* and *Sea Apprentice*.

APRON. In gunnery, is a piece of lead or other metal, that covers the touch-hole of a cannon. In ship building, the apron is a piece of curved timber, fixed behind the lower part of the stem, just above the foremost end of the keel. The apron of a dock is the platform or flooring of plank, raised at the entrance of a dock, a little higher than the bottom, against which the gates are shut.

AQUAFORTIS. (*Skedevand* Da. *Sterkwater* Du. *Eau-forte* Fr. *Scheidwasser* Ger. *Acqua-forte* Ital. *Agua-forte* Por.) A powerful acid, properly called nitric acid, used very extensively by the dyers and workers in metal; by the former for various dyeing and bleaching

processes, and by the latter for *picking* or steeping in the acid diluted, the brass and other work which it is necessary to brighten. Vast quantities are also used by refiners for dissolving the copper or silver away from gold when these metals are united. When pure and strong it is colorless, and of the specific gravity of 1.5, so that a pint weighs a pound and a half. It is produced as follows; the apparatus shown beneath being that of the Apothecary's Company in London.



It consists of an iron pot, set in brick-work, with a fire place beneath. An earthen head is luted upon this, communicating with two or more receivers of the same material, furnished with earthenware stop cocks, the last of which has a safety tube dipping into a basin of water. Any quantity of nitre or saltpetre is put into the iron pot; an equal weight of oil of vitriol is poured upon it, the whole upper part of the apparatus is well luted on, and a fire kindled. The saltpetre becoming decomposed the acid will be distilled over, and be absorbed by water placed in the receivers. It is an article wholly of home manufacture, none being imported in 1840. The duty was then 14s. 3d. per cwt; it is now reduced to 5s.

AQUA MARINE.—See *Beryl*.

AQUA VITÆ. Ardent and unflavored spirit of any kind, as brandy, whiskey, arrack, &c.

ARABIA. This large and for the most part barren country lies at the SW. corner of Asia, and is bounded by land only on its northern side, where Asiatic Turkey joins it; on the W. is the Red Sea; on the E. and S. the Gulf of Persia, and the Arabian Sea. Its area is vaguely estimated at 1,000,000 square miles, and its population at 10,000,000; partly composed of the commercial Arabs of the coast, and partly of the Bedouin or pastoral Arabs, who live in tents, and subsist by their flocks, or by the plunder of passing caravans. The whole country is tributary to Turkey, or more properly to the Pacha of Egypt. The districts along the coast are the only fertile parts, particularly *Yemen*, on the western side, and around Muscat and Bassora

on the N. and E.; these three places being the chief seats of commerce. The principal productions are coffee, gum arabic, dates, pomegranates, figs, oranges, opobalsam, and variety of odoriferous plants; also a little senna and cotton, and horses which are the fleetest in the world. The trade is chiefly with India, whence the Arabs import timber, rice, lead, spices, tobacco, cotton goods, and shawls. They have also a considerable trade with Egypt; Egyptian weights and measures are chiefly used. Accounts are kept in the NW. of the country in the cruse of four Spanish dollars, which is divided into 40 duanees; each of these therefore is worth about 5½d. of our money. At Mocha and other places in the SW. payments are made in the Spanish dollar, but accounts are kept in piastres or Mocha dollars of 80 cavears; and as 121½ piastres = 100 Spanish dollars, the piastre is worth about 3s. 5d. sterling. Three per cent. is the duty which is levied upon British imports and exports, according to Mr. Milburn's "Oriental Commerce;" though this varies in the different districts.



ARABIC, GUM. This well-known gum, so valuable in the arts, is the produce of a small tree, the *Acacia nilotica*, which grows abundantly over the whole of the north of Africa from Egypt to Mogadore, also in Arabia and the East Indies. The tree is much like our common laburnum; the leaves are doubly winged, the flowers four or five together, on slender stalks; the fruit like that of a pea. The hotter the climate in which it grows, the more abundant and the better is the gum produced, the quality of which is ascertained by its clearness and whiteness. The gum exudes from the trunk, there concretes, and is collected—incisions being at certain seasons made in the bark to occasion the liquid gum to flow more abundantly. Gum arabic is

imported into this country from Turkey, the East Indies, and Africa. That from the East Indies is the worst in quality. 18,180 cwt. were imported in 1840, at a duty of 6s. per cwt. The duty is now reduced to 1s.



Gum Arabic Tree.—*Acacia nilotica*.

ARACHIS NUT, GROUND NUT. The ground nut, sufficiently common in the West Indies, is brought here more as an article of curiosity than usual consumption, yet it may be generally procured at the chief grocers in the winter season. It is of a light brown color, of an oblong shape, yields an immense quantity of a fine bland oil valuable for domestic purposes, for illumination, and for soap; a bushel of arachis nuts producing 1 gallon of oil when expressed cold, and a still greater quantity if heat be applied. The arachis is indigenous to S. America, and is universally cultivated in the W. Indies, and lately in the S. of France, for the sake of its seeds. It is an annual plant with long stalks trailing on the ground; these are furnished with winged



The Ground Nut.—*Arachis hypogaea*

leaves, composed of four hairy lobes. The flowers, which grow singly on the long stalks, are yellow, and of the pea kind. These are followed by oblong pods, each containing three or four seeds. The manner in which the seeds come to perfection is very singular; as the flowers fall off the young pods are forced into the ground by a natural motion of the stalks, and are so entirely buried as not to be discovered without digging for them, hence they have obtained the name of ground nuts. The duty is 20 per cent.

ARANGOES. Large beads of various shapes made of cornelian. Considerable quantities were formerly imported from Bombay for re-exportation to Africa; but since the abolition of the slave trade, that in arangoes has been comparatively trifling.

ARATA.—See *Arroba*.

ARBITER.—See *Arbitration*.

ARBITRATION. A contract by which two or more parties engaged in a dispute agree by an instrument called a *submission*, to leave the decision to a third party, called an arbiter or arbitrator, or sometimes more arbiters than one are chosen, who if they cannot agree choose an umpire. The decision in the former case is called the award, in the latter the umpirage. The submission is a bond binding upon both parties to submit to the award, and without this submission arbitrators cannot act. They must make their award within a reasonable time, or the parties may revoke their authority; the time ought to be mentioned in the submission. Every person competent to contract or dispose of property, may be a party to a submission, so may a husband for his wife, and a guardian for his ward if under age, but a married woman and an infant cannot. Assignees may submit disputes between themselves and the creditors of a bankrupt. (5 Geo. II, c 30.) None but parties to a submission can be bound by the award, except executors, who are bound to perform the award given, if one of the parties to the submission should die. An award must be made on something which is in its nature uncertain. No dispute relative to a usual bill, bond, fine, acknowledged debt, rent, or taxes, can be submitted to arbitration; though personal wrong, such as assault, trespass, slander, breach of contract, &c. may, if it involve no public crime. All persons who are free and capable of judging, may execute the functions of either arbitrator or umpire. If the arbitrators within the time allowed make their award, such is deemed the real award: if they make no award, the umpirage shall then take place. Awards are not confined by the statute of limitations; they should be concise and explicit, and signed by the arbitrator, and his signature witnessed by another party. The enforcement of an award is by action. An award may be set aside by a court of law, for

corrupt or improper conduct of the arbitrators, or where the award is contrary to the principles of equity; it may be reconsidered when the arbitrator states that he has discovered that circumstances have been suppressed or misrepresented to him, or when he has erred either in respect of the law, or the fact submitted to him, but not if he has depended upon the judgment of another party and given it as his own. The stamp on an award in England is £1 15s. And for every entire 1080 words above the first, a further duty of £1 5s.

ARBITRATION OF EXCHANGES, is when money is transmitted to a place through the medium of another place, and when the value of the money at that third place is to be taken into account, according to the various pars of exchange at the time. For example, it may so happen that the par of exchange is against us in France, but in our favor at Hamburg; it would therefore be our interest to calculate whether we should gain most by sending our money direct to France, or to change it into Hamburg money first, and send that instead; or in other words, as merchants transmit bills rather than cash, whether it is advisable to exchange our bills for Hamburg bills; this is called the arbitration of exchange. (See any Book of School Arithmetic.) Sometimes money or bills may be transmitted through several countries, it is then called *compound arbitration of exchange*.

ARBITRATOR.—See *Arbitration*.

ARCHANGEL. The principal commercial city in the N. of Russia, situated on the right bank of the river Dwina, about 30 miles from where it flows into the White Sea. The harbour is at the island of Sollenhole, about a mile from the town. A bar of sand at the mouth of the Dwina, where there is not more than 14½ feet water, prevents heavily laden and large vessels from proceeding to or from the city; yet Archangel, having good water communication with the interior, is a place of considerable commerce, though not near so much as formerly: Its exports are grain, tallow, flax, hemp, timber, linseed, iron, potass, tar, mats, &c. Its imports are not extensive, the chief are sugar, coffee, spices, woollen, and hardware goods. Its external trade is almost wholly with the British. The monies, weights, and measures are the same as at St. Petersburg.

ARCHIL, ORCHAL, or ORCHIL. A red colored paste or liquid used in dyeing, of which the substance called *cudbear* in Scotland is a modification. Two kinds of archil are distinguished in commerce, that of the Canaries and that of Auvergne. The first is most esteemed; it is prepared from the *Rocella tinctoria*, which is a white lichen or dry moss, that grows on the rocks of the Canary and Cape de Verde islands, in Sardinia, Mi-

norca, &c. The second species is prepared from the *Lecanora parella*, which grows on the rocks of Auvergne. Numerous other lichens produce a dye of a similar character, particularly the *Lecanora tartarea*. (See *Cudbear*.) The manufacture of the dyeing paste is as follows:—The archil weed is ground to a fine powder, and a certain proportion of potass is mixed with it. The mixture is then watered with urine and allowed to undergo a degree of fermentation. When this has arrived at a certain point, carbonate of lime in powder is added to give consistence and weight to the paste, this is afterwards reduced into small oblong cakes which are carefully dried. When properly prepared, archil is known by the name of *litmus*, which is of a fine violet color, changeable to a bright red by acids being mixed with it. The color though extremely beautiful is fleeting. There is a great demand for archil in England, France, Italy, and Holland, and it fetches a high price. It readily gives out its coloring matter to both water and alcohol. At a duty of 3s. per cwt. it yielded £840 in 1840. The duty is now reduced to 1s. per cwt.



A, *Rocella tinctoria*. B, *Lecanora parella*.

ARCHIN, or **PIK**. The Turkish ell, equal to $\frac{1}{2}$ of the English yard.

ARCOT RUPEES. The same as Madras rupees; such being worth about 1s. 11 $\frac{1}{2}$ d. sterling or between a farthing and a halfpenny less than a sicca or current rupee.

ARDASSINES. A very fine description of silk, produced in Persia.

ARE. The unit of the French measures of surface, equal to 100 square metres, or about 1076 English feet.

ARECA.—See *Catechu* and *Betel Nut*.

ARGENTINE REPUBLIC.—See *Buenos Ayres*.

ARGIL. Clay of any kind, particularly that used by potters and tobacco pipe makers.

ARGOL or **ARGAL**, or **TARTAR**. (*Weinstein* Ger. *Wynsteen* Du. *Tartre* Fr. It. Spa. *Tartáro* Por. *Winnui Kamen* Russ.) A hard crust, formed by long keeping in the insides of wine casks, and colored red or white, according to the color of the wine. It is composed chiefly of tartaric acid and potass, hence chemically speaking it is the tartrate of potass, mixed however with earthy matter, the value of it being accordant to its freeness from this impurity. When dissolved, and

again deposited, it forms *cream of tartar*; if it then be decomposed by chemical means, its acid will be separated, and the alkaline salt left is known as *salt of tartar*. It should be in thick lumps, brittle, hard, and shining. It is imported for chemical and medical uses, and still more for the purposes of the dyer, it being valuable in heightening the brilliancy and ensuring the stability of many of his colors. The best comes from Bologna; vast quantities are also brought from Leghorn, Naples, Germany, &c. It pays a duty of 6d. per cwt., and yielded a net sum to government in 1840 of £551, showing that the importation in that year was 22,040 cwt.

ARGUS FEATHERS. The wing feathers of the Sumatran or Argus pheasant, the plumage of which is equal to the richest and most magnificent of the whole feathered tribe. The bird is intermediate in character between the peacock and the pheasant, and spreads its wings in like manner to the tail of the first, but is destitute of the peacock's brilliant colors, being covered almost entirely with dark rings or eye-like spots, upon a cinnamon colored ground. It is an exceedingly shy bird; thus little is known of its habits.



ARISH. A measure of length in Persia, equal to 38 $\frac{1}{2}$ English inches.

ARISTOLOCHIA. (*Serpentaire* Fr. *Schlangenwurz* Ger.) The dried root of *Aristolochia serpentaria*, Virginian snake root, or birth-wort. It is small, light, and bushy, consisting of a number of fibres matted together, sprung from one common head, of a brownish color on the outside, and pale or yellow within. It has an aromatic smell, and a warm, bitterish, pungent taste; it is used medicinally. The duty is 1s. per cwt. In 1840, when it was only 1d., it yielded £8 3s.

ARITHMETIC. The art of calculation by figures; it is commercial or mathematical, the last being useful to the commercial man only as far as it conduces to assist in the mensuration of articles of bulk, or vessels of capacity, such as the tonnage of shipping, the size of casks, &c. Commercial arithmetic is greatly varied, though entirely consisting of the fundamental rules of addition, multiplication, subtraction, and division, each of which is of daily occurrence in all calculations; the same may be said with equal truth of practice and the rule of three. Beyond this the individual will require certain rules, according to the nature of his employment. Interest, discount, and insurance should next engage his attention. If a dealer in sundry articles a knowledge of tare and tret and barter will be necessary; if engaged in foreign trade, the rules of exchange are of first consequence; if occupied in the money market, or indeed in any extensive business, banking, the stocks, marine insurance, annuities, the value of leaseholds, &c. are indispensable. For the latter purpose Joyce's "School Arithmetic" is to be recommended. (See *Book-keeping*.) It is impossible to give here even a cursory account of these and other rules of arithmetic, yet by reference to the names of them, other relative observations will be found.

ARMENIAN BOLE. A species of ochre of a bright red color used as a tooth powder, &c., and also in the manufacture of red crayons. It was formerly found only in Armenia; it is now produced in Germany and France.

ARMOISIN. A silk stuff, a kind of taffeta, manufactured in the East Indies, at Lyons and Avignon in France, and at Lucca and other places in Italy. That manufactured in India is of slighter texture than that of Europe.

ARMS and AMMUNITION.—See *Ammunition*.

ARNOTTO.—See *Annatto*.

AROSE.—See *Arroba*.

ARPENT. An old French land measure.

ARQUIFOUX. (*Bleyglanz* Ger. *Arquifou* Fr. *Archifoglio* It.) Galena, or lead ore, containing that metal with an admixture of sulphur. It is heavy, brittle, and difficult to melt. It is an article of export rather than import; our country being rich in this metal. It is usually exported in large lumps, which to be good should be heavy, and readily chip off in bright scales. Besides the use of it to smelt into lead, as done at the mines, whence it is extracted in Derbyshire and elsewhere, it is used by potters to give a greening varnish to their ware, therefore it is called potter's ore.

ARRACK. (*Arrack* or *Rack* Ger. *Arak* Du. Spa. Rus. *Arac* Fr. *Araca* Por.) An oriental

name for spirituous liquors of all kinds. There are, however, two principal sorts, one the produce of Java, said to be made from molasses, rice, and the juice of various species of the palm tree; and the other, the chief manufacture of which is at Goa and Ceylon, is made wholly from the toddy or juice which runs from incisions made in the stem of the cocoa-nut tree. That brought to this country is used chiefly for punch; its prime cost is about 10*d.* per gallon, the duty 15*s.* The quantity imported averages 30,000 gallons yearly. It is almost the only spirit drank throughout India, and is given out as part of the established rations to our soldiers and sailors in that part of the world. From 6 to 700,000 gallons are yearly exported from Ceylon alone; it is there sold by the legger of 150, and at Java by the legger of 160 gallons. *Pariah arrack* is a very inferior kind made by the natives, and which wanting spirit has its intoxicating quality increased by the admixture of various stupifying drugs and barks.

ARRANGONS.—See *Arangoes*.

ARRANZADA. A Spanish land measure, estimated for vineyard land, as equal to 3 roods 33 poles English nearly.

ARRATEL. The Portuguese lb. = 7083 grains troy weight, and 98½ arretels = 100 lbs. avoirdupoise.

ARROBA. A Spanish and Portuguese weight; also a Spanish measure of capacity. It varies at different places. The standard Spanish arroba weight = 25·36 lbs. avoirdupoise; at Alicant = 27·38; at Valencia 28·25; and at Arragon = 27·76 lbs. The Portuguese arroba = 32·38 lbs. The Spanish arroba as a measure of capacity also varies; if for wine the standard measure = 3·54 English gallons, and for oil = 2·78 ditto. At Malaga for wine it is = 3·49 gallons; at Valencia 2·59; at the Canaries = 3·54. In Portugal it is often called *arata*, and in Brazil *arruse*.

ARROW ROOT. A dry powdery substance, of the nature of starch, produced from the roots of several species of plant, called *maranta*, the chief of which is *M. arundinacea*, a native of S. America. It is a perennial herb, propagated by parting the roots. It grows to the height of 2 or 3 feet, has broad pointed leaves, and is crowned by a spike of small white flowers. It is much cultivated both for domestic use and for exportation in Brazil, our West India islands, and some parts of Hindoostan. It is called arrow root, from a supposed quality the root possessed of extracting the poison communicated by poisoned arrows. The starchy matter is prepared by the following process:—When the roots are a year old they are dug up, and having first been well washed in clear water, are either grated or beaten to a pulp, in large wooden mortars. Water is then added, the whole stirred well

about, and the fibrous parts collected by the hand, squeezed and rejected. The milky liquor which remains is a mixture of the starch with water; this is strained, left to settle, and the water poured off. The white pasty mass, if white and pure, is then put upon cloths to dry.



Maranta arundinacea.—Indian Arrow Root.

That to be exported is then packed in small boxes, and sent to England or elsewhere. The duty in 1840 was 1s. from F.C., and 2d. from B.P. per cwt.; and the net income derived from it £441. The duty has lately been raised to 5s. and 1s. per cwt.

ARROW ROOT, ENGLISH. The same as potatoe starch.

ARROW ROOT, PORTLAND.—See *Portland Sago*.

ARRUSE.—See *Arroba*.

ARSENIC. A metal of a bluish white color, only used in a metallic state in a few alloys, particularly in the manufacture of leaden shot, which it renders more brittle and more easy to granulate; also occasionally to add brilliancy to certain fireworks. It readily changes by contact with the air into a white powder called arsenious acid, or white arsenic, and as such it is sold in the shops as one of the most poisonous substances known. The metal itself has an odour of garlic which is very perceptible when warmed or rubbed by the fingers; the arsenious powder yields the same smell when thrown on a hot fire shovel. It is imported chiefly from Saxony and Bohemia, where the ore of the metal is found in abundance. The arsenious acid is used in medicine to destroy noxious animals, and often by agriculturists to soak wheat and other grains previous to sowing, to destroy any of the *smut* or fungus which is apt to attack and injure it during the period of growth. The duty upon the metal is 1s. per ton.

ARSENIC WRIGHT. The weight for compounding medicines in Holland. The pound is equal to $\frac{3}{4}$ of an English avoirdupoise lb., and is subdivided into 16 ounces; each ounce

into 8 drams, a dram into 3 scruples, and a scruple into 20 grains.

ARSHEEN, or ARCHEN. A Russian measure of length, equal to 28 inches English.

ARSURA. A term used for the dust and sweepings of silversmiths, and others who work in silver, melted down.

ARTABA. A Persian measure of capacity = 2 English bushels nearly.

ARTICLE. Any particular object of trade, merchandize, or manufacture. In bookkeeping it is a single part of any account contained in the journal, invoice, &c. Thus it is said such an account contains so many articles of debtor or creditor. Article is also each particular clause, term, or condition in an agreement, &c. Thus we say articles of trade, articles of an invoice, and articles of partnership. Also in cases of apprenticeship, a youth is said to be *bound* to a trade, but *articled* to a profession, his indenture being of an especial and not general character.

ARTIFICER. A person whose employment is manual, yet which requires him to use the rules of art and science in his various operations. Thus philosophical instrument makers, opticians, dyers, chemists, bakers, engineers, &c. are artificers; but glaziers, carpenters, bricklayers, weavers, and others, whose employment requires only manual dexterity, are not artificers but artizans. Painters, sculptors, carvers, and modellers may be called artists. There are however very numerous trades and occupations, the practitioners of which are not properly called by either of these terms, and yet are not laborers nor shopkeepers; such are sailors, gardeners, barbers, &c.

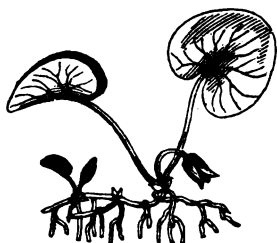
As. The smallest weight in the Netherlands, equal to rather more than $\frac{3}{4}$ of an English grain.

ASAFAETIDA. (*Assafetida* Fr. *Asafetida* Sp. *Teufelsdrück* Ger. *Duivelsdrück* Du. *Ungoozeh* Per. *Hilleet* Arab). A medicinal gum resin, composed of the juice of the roots of the *Ferula assafetida*, a large umbelliferous plant, growing in the provinces of Khorassan and Laristan in Persia. In its recent state it is white and fluid, but by exposure to the sun, it gradually hardens and assumes a reddish color. It is sent from Persia first to India, whence it is conveyed to England, packed in casks, mats, &c. The odour which is like that of garlic is most nauseous, the taste equally so, being bitter and acrid; yet for all this it is used in France in considerable quantities as a condiment; with us it is only known as a medicinal drug. The best in quality is of a pale red color, variegated with a number of white drops or tears, and of a strong odour.

ASARABACCA. (*Asaret* Fr. *Hazeleurzels* Ger. *Asaro de Europa* Sp.) A powder which is the base of most cephalic snuffs, occasioning a violent sneezing even to those accus-

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tomed to ordinary strong snuffs, and a discharge from the nose for some days. It is procured by drying and pounding the underground stem and leaves of a very singular looking and not inelegant plant, believed to be a native of Britain, and growing wild in Lancashire and Westmoreland; at any rate it is by no means uncommon in gardens. Beneath the ground creep stems, long, green, and about $\frac{1}{2}$ of an inch thick; above the ground are heart-shaped leaves and very curious bell-shaped drooping brownish red flowers, which come out early in the spring. This plant is altogether poisonous, and almost without scent. Its taste is acrid and disagreeable.



Asarum Europæum.—The Asarabacca.

ASBESTOS.—See *Amianthus*.

ASCENSION ISLAND. A barren, rocky island in the Atlantic Ocean, about 600 miles N.W. of St. Helena. It is 10 miles long, 6 wide, has a tolerable harbour, and abounds with turtle. It was ceded by the Portuguese to the British in 1815. We keep up a military station here at a cost of about £5000 per annum.

ASH. (*Fraxinus excelsior* Lat. *Le Frêne* Fr.) A noble timber tree, growing spon-



The Common Ash.—*Fraxinus excelsior*.

ASH

taneously throughout the greater part of the northern hemisphere, and often arriving at the height of 100 feet or more. There is a remarkable property about the ash, namely, that the young timber is more esteemed than that which is old. It is more tough even than that of the oak, or any other European tree, and grows rapidly. The young trees or saplings make the best hop poles; growing somewhat larger, they form those white hoops, used for washing tubs and similar purposes. Carriages, carts, machinery, millwork, agricultural implements, wheels, blocks for ships, and numerous articles, where strength and elasticity are required, are almost exclusively made of this wood, yet it is not durable when exposed to the weather, nor easy to work; while its elasticity, and tendency to shrink and warp, render it unfit for building. The ash is a tree so extremely common in England, that our country grows a sufficiency of this timber for our own consumption.

ASHES. (*Vedasse* Fr. *Veedaske* Dan. *Weedas* Du. *Waidasche* Ger. *Feccia bruciata* Ital. *Cinza de tartaro* Por.) The earthy part of wood and other combustibles after they have been burnt. From ashes are extracted the fixed alkaline salts, called pot-ashes, pearl-ashes, barilla ashes, wood-ashes, &c.—See these terms.

ASHORE. On the shore or land, as opposed to aboard, which see.

ASIA. One of the four quarters of the globe; bounded on the N. by the Frozen Ocean, E. by the Pacific Ocean, S. by the Indian Ocean, and W. by the Red Sea, the Mediterranean, the Black sea, the Don and Volga, and the Ural mountains; being from E. to W. about 5500 miles, and from N. to S. about 4500, and the whole surface about four times that of Europe. The commerce of Asia has been extensive through all ages, and its productions sought after by all the rest of the world. The northern portion, Siberia, is one vast plain, bleak, inhospitable, uncultivated; at parts quite without vegetable produce, at others covered with interminable pine forests; furs and skins are the only articles the wretched inhabitants have to barter. Central Asia is scarcely less barren and unprofitable. The immense empire of China constitutes the eastern portion: here climate, soil, aspect, and of course productions are infinitely varied. The contrary or western side is at places barren, at others fertile; hence are derived the fruits of Asia Minor, corn from the country around the Black Sea, the products of Arabia, and of Persia. To the rich and hot lands of the southern portion, and to the Asiatic islands scattered in thousands over the Indian Ocean, we are indebted for our spices, silks, tortoiseshell, drugs, gums, and those thousands of rich and costly articles known as eastern produce, and the production and preparation of

ASP

which render our eastern empire of such inestimable value to us as a commercial nation. It is impossible to enumerate here even briefly the productions of Asia; we are therefore obliged to refer to the names of the various countries of Arabia, China, Hindoostan, Persia, Syria, Assam, Burman Empire; and the islands Borneo, Sumatra, Ceylon, Australia, Van Dieman's Land, New Zealand, &c.

ASPEN. This tree is a species of poplar, called *populus tremula*, or the trembling poplar; the specific name being given on account of the leaves being so evenly poised upon their leafstalks that they are put in motion by the least breath of wind. The wood is white, light and rather tender, but well adapted for the staves of herring casks, milk pails, &c. It is also employed by turners, and cutting clean with the chisel is adapted for carving in wood, and also applicable to many purposes in carpentry, provided it be kept dry; but in this respect is much inferior to the Abele and the Italian poplars. The bark contains a considerable percentage of tannin, and is used with that of other species by the tanner. It was the favorite food of the beaver, when that animal abounded in the N. of Europe. Unlike many of its family, the wood of the aspen burns with a clear flame, yet gives out but very little heat; its value as fuel, compared with the beech, being less than $\frac{2}{3}$ of that tree. In wet soils the aspen will soon attain a large size, but in dry mountainous places it never attains any considerable magnitude, though it lives to a great age.



The Aspen.—*Populus tremula*.

ASPER. An imaginary money of Turkey and the Barbary states.

ASPHALTUM, BITUMEN JUDAICUM, OR JEW'S PITCH. (*Asphalte* Fr. *Judenpech* Ger. *Asfalto* Ital. Spa. *Jodenlym* Du. *Judebeck* Sw. *Asphalto* Por.) A light solid bitumen, of a deep shining color when broken. It is

ASS

found in a soft state on the borders of the Dead Sea, and adheres to the shores, where it gets dry and hard. A similar bitumen is found in the earth in many parts of the world, even in Britain. The best is that which comes from the Dead Sea, and is used as a fine brown color by the painter. It is also an ingredient in engraver's etching ground, in the varnish called Brunswick black, and in all those used for ironwork. An inferior kind of asphaltum is found in various parts of Germany and Hungary, and has lately got much into vogue as a durable foot-paving. The asphalt is melted in iron pans, and while in a melted state, grit sand, or fine gravel is mixed with it; this mixture being well stirred up, is carried while still hot to the smooth roadway prepared for it; it is there spread about, and flattened down by wooden beaters, and finally made level on the surface by heated irons; fine gravel is then sprinkled over the whole, and the mass left to cool and consolidate. Instead of the genuine asphalt, the tar and pitch left from the manufacture of coal naphtha is frequently employed, but it forms a much softer path, particularly when the sun shines strongly upon it. Lime is sometimes added along with the gravel, which has a good effect. In Barbadoes is a lake of asphaltum, 3 miles in diameter.—See *Petroleum*, *Naphtha*, &c.

Ass.—See *Animal*.

ASSAM. The large and fertile country of Assam was ceded to England by the Burmese in 1826; and already it is in all its three provinces of Upper, Central, and Lower Assam completely under our control. It is said that no country in the world is so intersected with rivers, it constituting the fine valley of the river Brahmapoota, with its sixty tributary streams. It forms the boundary of our East Indian possessions, and is already a place of very considerable trade, carried on by means of Bengal, to which dependency it belongs. It supplies cotton, silk, bamboos, ivory, gold dust, caoutchouc, amber, musk, Burmese cloths, &c., and receives broad-cloths, muslins, chintzes, salt, opium, liquor, glass, crockery, tobacco, betel, and rice. There is a duty of 10 per cent. upon all goods imported into Assam. Tea of a genuine kind has been discovered in the higher region, where it grows over a large tract of the peculiar yellow soil so particularly adapted to it; it has been brought to the London market, both black and green, and has fetched a high price; but it remains to be seen if it can be produced of as fine a quality, and at as low a price as that brought from China. The lower parts of the country are subject to periodical inundations like Egypt.

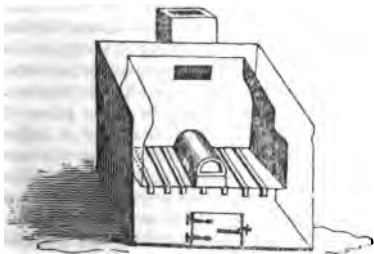
ASSAY, OR ASSAYING. (*Couppellation* Fr.) The process by which the finer metals gold and silver are separated from inferior metals. The process may be understood by the fol-

lowing remarks:—Burnt bones, which constitute what chemists call phosphate of lime, when ground into powder, have the property of absorbing metallic oxydes, but do not absorb the metals themselves while they are in a metallic state. Now gold and silver when heated do not change into an oxyde or powdery substance, but other common metals do. Next, suppose some burnt bones were ground into powder, wetted, rammed into a mould, then taken out and dried, so as to form a cup-shaped body, they form what is called a *cupel*.



A, section of cupel. B, muffle.

If a piece of silver contaminated with lead or other metal be accurately weighed, then placed upon the cavity on the top of the cupel, and heated sufficiently to melt the silver, the effect would be that the air in contact with it would oxidize the lead; this would be absorbed by the phosphate of lime, and the silver would remain pure. The relative purity of gold and silver coins is thus tried. As silver and gold require a great heat to melt them, the cupel is placed in an earthenware vessel called a *muffle*, and that muffle is surrounded with fire in a furnace appropriated for it; thus the process can be examined during its continuance, and the exact time when all the baser metal is parted from the richer is known by a very singular effect taking place; for at the moment that the last particle of oxyde is absorbed, the pure silver remaining gives out a sudden and very powerful light; this is called *fulguration*. The following cut shows the interior part of an assayer's furnace, with a muffle resting on the bars.



ASSAY OF THE COIN, OR TRIAL OF THE PIX, is an investigation or inquiry into the purity and weight of the money coined before the lords of the council, aided by the professional knowledge of a jury of the goldsmiths' company; and in a writ directed to

the barons for that purpose 9 and 10 Edw. I, it generally takes place on the issue of a new coinage. The manner of it is curious. The wardens of the goldsmiths' company are summoned by precept from the lord chancellor to form a jury of which their assay master is always one. The jury are sworn, and receive a charge from the lord chancellor; then retire into the court room of the Duchy of Lancaster, where the *pix*, (a small box from the ancient name of which this ceremony is denominated) and which contains the coins to be examined, is delivered to them by the officers of the mint. The indenture or authority under which the mint master has acted being read, the *pix* is opened, and the coins to be assayed being taken out, are wrapped up by paper into parcels, each under the seals of the wardens, master, and comptrollers. For every 15 lbs. of silver, which quantity is technically called a journey, two pieces at the least are taken at hazard for this trial, and each parcel being opened and the contents being found correct with the indorsement, the coins are mixed together in wooden bowls, and afterwards weighed. From the whole of these monies so mixed, the jury take a certain number of each species of coin, to the amount of 1 lb. weight for the assay by fire, and the indented trial pieces of gold and silver of the dates specified in the indenture being produced by the proper officer, a sufficient quantity is cut from either of them for the purpose of comparing it with the pound weight of gold or silver by the usual methods of assay. The perfection or imperfection of these are certified by the jury, who deliver their verdict in writing to the lord chancellor, to be deposited amongst the papers of the council. If found accurate, the mint master receives his certificate, or as it is called his *quietus*.

ASSAY MASTER. An officer in the mint, whose duty it is to superintend the quality of the coin, and to ascertain the value of all bullion and monies sent in to be coined; also a deputy warden of the goldsmiths' company to whose charge is given the testing the quality of gold and silver articles sent to be assayed, and who stamps them with the hall marks. Numerous other duties of the like kind devolve upon him, as the assaying of all samples of the precious metals sent to the hall for that purpose.

ASSAY WEIGHT. The ordinary divisions of troy weight are used in the usual business of weighing coin, and gold and silver articles; but in assaying a very different subdivision is made, the lb. being divided into 24 carats, or the ounce into 2 carats. The carat is divided into grains, and the grain into quarters; thus a quarter of a carat grain is equal to 15 grains ordinary weight. Also every piece of gold or silver is supposed to be divided into 24 carats; whatever may be its real weight, if it contain

22 carats of pure metal and 2 alloy, it is said to be 22 carats fine. If it contain 23 carats of precious metal, and 1 only of alloy, it is called better 1 carat; if 21 of gold and 3 of alloy it is worse one carat; reference being made at all times to 22 of gold and 2 of metal, which is the standard of our gold coin.—See *Standard*.

ASSESSED TAXES. Those taxes which are levied upon the person, whose capability of payment is inferred by his style of living. Hence until lately the size of the house a person lived in was the ground of one of these taxes, called the house tax. Those now remaining are the *window tax*, every person paying according to the number of windows in his house. There are also taxes upon dogs, races, horses, armorial bearings, footmen, &c.

ASSESSOR. In law a person possessed of knowledge of the law, appointed to advise and direct the decision of the judge of an inferior court. By the municipal corporation act, (5 and 6 Will. IV, c 76,) the burgesses of every borough are directed to elect two assessors for the purpose of assisting the mayor in his duty of revising the burgess lists, and presiding at the elections; also for assisting the aldermen at the ward elections. Assessors also are appointed to collect and ascertain the truth of statements, and value of property, &c., appertaining to the assessed taxes, income tax, &c.

ASSESSMENT. A value or rating made upon person or property by an assessor, or more generally of any tax, rate, damage, &c., to which a party is liable. Thus we speak of an assessment to the poor rate, water rate, income tax, assessment of damages, &c.

ASSETS. In a general sense signifies the whole property, stock, &c., engaged in business, or in a particular sense, money, goods, &c., set aside for an especial purpose. Thus the whole money, goods, stock, debts, &c. of a bankrupt are the assets he possesses to meet his liabilities. An heir or executor is only liable to the amount of the *assets* the testator leaves. A banker or merchant may receive assets to meet a particular obligation, such as a bill, &c.

ASIENTO. A Spanish word, signifying a contract, especially applied to the first agreement or permission granted by the Spanish government to a company of French, and afterwards by the treaty of Utrecht to a company of English merchants, to import slaves into the Spanish colonies.

ASSIGNATION. A Russian paper money, used since 1769. Regularly under the word ruble is understood assignment ruble. There are assignments of 5, 10, 25, 50, and 100 rubles.

ASSIGNATS. The paper money issued in France after the revolution; they were drawn for 100 francs, and made a legal tender. The

first issue was in May, 1790, to the extent of 400 millions of francs; 800 millions more were issued in the September of the same year, and increasing from time to time, until in September, 1806, the whole amount in circulation was the enormous sum of 45,579 million of francs, or £1,823,160,000. These excessive issues produced a rapid depreciation in the value of the paper, so that in 1796 an assignat of 100 francs, professing to be worth £4, was currently exchanged for 5½ sous, or less than 3d.

ASSIGNEES. Persons to whom property is assigned or made over for the benefit of others, particularly for the management and distribution of a bankrupt's estate. They are subject to the control of the court of bankruptcy, and are of three kinds, *official*, *provisional*, and *chosen*. An *official* assignee is an officer of the court of bankruptcy, appointed to aid and act with the assignees chosen by the creditors of a bankrupt, to prevent loss to the estate from the fraud, insolvency, or negligence of the latter. They are appointed by the lord chancellor, and were first formed and acquire their powers by the statute 1 and 2 Will. IV, c 56, and 5 and 6 Vict. c 122. They are thirty in number, and must be persons acquainted with business transactions. One is appointed to every bankruptcy, whether in town or country; he acts alone until others are chosen; he receives all proceeds from the estate as they accrue, and must vest such proceeds, together with bonds, bills, and every thing of the kind, in the bank of England, to the credit of the accountant general; he must not otherwise interfere with the chosen assignees. *Provisional* assignee is a person chosen in country bankruptcies to act until other assignees are appointed. When this is the case the provisional assignees must give up the estate to their successors, under the penalty of £200, for delaying to do so for ten days after notice, 6 Geo IV, c 16. *Chosen* assignees are persons appointed by the rest of the creditors to manage a bankrupt's estate for the general benefit of all. They are subject to the control of the court and commissioners, and act together with the official assignee. The choice of assignees now takes place at the first meeting of creditors after a bankruptcy is gazetted, and every creditor who has proved to the amount of £10 may vote for any one he pleases; the appointment being decided by the majority of creditors present. An assignee must not purchase any part of the bankrupt's estate or dividends. Assignees are of the nature of trustees, each is responsible only for his own acts. An examination of their accounts must take place at a public meeting, held not less than four, and not more than six months after the time of their appointment: They must then deliver a state-

ment on oath, touching the truth of all monies received by them, and when and on what account the same have been employed. The commissioners must examine what balances have been in hand from time to time, and whether any sum and what ought to be retained, and if any assignee has held at any time more than £100 of the bankrupt's money, he is chargeable with 20 per cent. for the use of it for the time he has so held it. The assignees may be examined on oath touching the truth of the accounts, (6 Geo IV, c 16.) The court of review have power to remove any assignee without appeal. (1 & 2 Will. IV, c 56.) It is the duty of assignees to bring the estate to sale without unnecessary delay, and with this branch of management the official assignee is prohibited from interfering. In Scotland the powers which correspond with those of the assignee in England devolve on the trustee.

ASSIGNMENT. A transfer of a beneficial interest from one person to another; thus there may be an assignment of a bond, debt, lease, business, &c.

ASSISTANT. One who assists; implying that the person who does so acts by his own knowledge, rather than under the instruction of his employer. Thus assistant commissioners; the master, wardens, and court of assistants of a livery company, &c.

ASSIZE. In Scotland assize is a jury of fifteen men, chosen from a greater number. In England the term is used to signify the sessions held periodically in every county, by the judges of the superior courts, for the purpose of delivering the jails, and trying civil cases. In Middlesex assizes are held eight times in the year; in the four northern counties twice a year; in the rest of England three times a year. Eight other judges perform the same duties for Wales; hence they are called the Welch judges.

ASSIZE OF BREAD. A legal regulation of the price of bread, in accordance with the price of flour or wheat at any time. An assize of bread was commenced in the reign of Henry III, and continued until its abolition in London and its environs in 1815, by an act of the legislature. The power of fixing an assize in other places still exists, though it is seldom acted upon. (For the present regulations of the baker's business, see *Bread*.) Under the assize it was supposed that 80 quarter loaves of 4 lb. 5½ oz. each could be made from a sack of 280 lbs. weight, ¾ of the loaf being supposed to consist of water and salt, and ¼ flour. Bakers were then restricted from baking more than three sorts of bread, wheaten, standard wheaten, and household, or to sell it in other quantities than pecks, half pecks, quarterns, half quarterns, and small fancy bread.

ASSUMPT. An assuming. In commer-

cial law is when a person becomes legally indebted to another for goods sold. The law assumes that the person who purchases goods will pay for them; in fact, the act of purchase implies a promise that he will do so, and if he does not pay the writ *indebitatus assumpsit* lies against him.

ASSURANCE. An agreement entered into by two parties, one of whom pays a sum of money to the other, for which he who receives the money engages to bear the other harmless to the amount stipulated for, in case of certain casualties, such as those of fire, or wreck; or else to pay such amount to a survivor in case of the death of the first party. Thus the payment of the first is certain, but small; the payment by the other is very much greater in amount, but subject to the chance that it may not have to be made at all. Assurance and insurance are generally considered synonymous; but the true difference seems to be that assurance signifies a contract dependant on the duration of the life, which must *entirely* happen or fail; but insurance will express a contract relating to any uncertain event, which may *partly* happen and partly fail, as fire and storm may only partly destroy the property insured. This being the true meaning of the terms, we will defer the account of insurance and explain only the assurance of lives. Suppose I am desirous to leave at my death my family in possession of £1000, independent of my business or property; I should insure my life to that amount. If I were thirty years old, and engage to continue the insurance during my whole life, I should have to pay £26. 14s. each year that I live; and at my death, whether it should occur in a month or in fifty years afterwards, my survivors would have the £1000. In the above case, I suppose that the parties who are to receive the money are certain to survive me; if there is a reasonable doubt of this I may insure my own life and that of the other party, so that whichever of the two lives the longest shall receive the sum at the other's death; this is called assurance on two lives; the premium or money to be paid is here considerably higher because the assurance office has a double risk or a double contingency to guard against. Suppose the parties were both thirty years of age, as was surmised in the last instance, the premium for £1000 would be £44. 9s. 2d. annually. The manner in which these sums are calculated involves some very difficult mathematical investigations, particularly relative to the chances of human life. By these it is found that a person aged 30, who is in ordinary good health, has a probability of living twenty-eight years; an office therefore calculates that upon an average they will receive twenty-eight yearly payments before they are called upon to refund. Now 28 + £26. 14s. = £747. 12s., the sum that the office

will in all probability receive; but it is to be remarked, that as the office receives this money yearly, the interest of what they receive from time to time must therefore be taken into account. We may take as an allowance for this the whole sum multiplied by half the time, and that at five per cent. would be £373.16s., which added to the former is £1121. 8s., the value of my money to the office; the gain is therefore the odd money, out of which they have their expenses. The next consideration is what I gain by effecting a life assurance. First, I make a provision certain, which even I myself cannot withdraw, unless at a considerable loss; I have the constant satisfaction of knowing that my family are provided for, and I have no means of investing money so profitably unless attended by risk; the funds, house property, banking, joint stock companies are all fluctuating, and more or less hazardous; and moreover I must expend the whole of the money before my family can obtain it; but a life assurance is fixed and certain, and were I to die directly afterwards, the whole money would be paid immediately, and at a respectable office without demur. Lest it should be thought from the above statement that the office has too great a gain, let it be remembered that there are numerous offices which return to assurers a large proportion of this profit, either by *bonuses*, added to the original sum assured for, or by reducing the future annual payments. A person desiring to effect a life assurance must go to an assurance office or agent. He will receive a printed form, called a declaration or proposal, which is to be filled up with various particulars of age, life, health &c., a deposit paid, and reference given to friends or medical attendant. The proposer then appears before the board of directors of the office, to answer inquiries as to the state of his health, &c. The directors then decide if they will accept the proposal, and the decision notified to the proposer. If not accepted, the deposit money is returned: if accepted, a policy is prepared, and the first yearly payment required, deducting therefrom the deposit money; if not paid the deposit is forfeited, and the treaty at an end, and the proposer if afterwards desirous of effecting the assurance must go through the form again. The first payment is increased by a stamp duty paid to government. Policies of life assurance granted by private parties to others are called *post-obit* bonds. Offices usually pay within three months of proof of the death of the assured; but these and other details depend upon the office itself.—See *Insurance, Policy, Underwriter, &c.*

Stamp Duty on Life Policies.

	£	s.	d.
Sum assured £50 or under....	0	2	6
From £ 50 to £ 100 inclusive..	0	5	0
" £100 to £ 500	1	0	0

	£	s.	d.
From £500 to £1000	2	0	0
" £1000 to £3000	3	0	0
" £3000 to £5000	4	0	0
" £5000 and upwards	5	0	0

ASSURANCE COMPANY. A joint stock company of individuals associated together for the granting of policies of assurance for life, and insurance against the casualties of fire and also wreck at sea. The very circumstance of wealthy individuals associating together for such a purpose ensures a perfect safety for the money vested in their hands or expected from them in case of the occurrence of the accidents provided against. There are in London alone seventy of such companies, about thirty of which insure against fire, the rest are life offices only, many of them possessing an immense capital.

ASSURED, ASSURER. A person or persons who assure another against loss, such as underwriters, and assurance companies are called *assurers*; those who effect assurances with them, and consequently who are to be borne harmless from the casualties assured against are the *assured*.

ASTERN. Any distance behind a ship, as opposed to a-head; thus when south is a head or on a line to which the stern is directed, north will be astern.

ASTRACHAN. An extensive province of Russia, and also a city on the N.W. shore of the Caspian sea, the province being divided into two parts by the Wolga, and the city being situated on a flat island in the middle of the river, about 30 miles from its embassage. The manufactories are of cottons, silks and woollens, with distilleries, tanneries, soap-works, &c. These are however of less consequence than its fisheries, particularly the sturgeon fishery, the annual value of which is estimated at between two and three million rubles, and above 30,000 barrels of caviare prepared from the roes of the sturgeon, have been exported from Astrachan in a single year. There is nothing remarkable or characteristic in the appearance of the city, nor splendid in its buildings, although the chief Russian port on the Caspian. The trade is principally carried on by Armenian merchants.

ASTRINGENTS. In dyeing, medicine, &c., are those drugs and materials which have a chemically stringent or binding nature. The chief of these are nut galls, acorn cups or valonia; the barks of walnut, oak, willow, alder and other trees, oak saw-dust, walnut shells, sumach, alum, &c.

ATCHABANNIES. A species of calico made in Bengal.

ATHEWART. Across the line of the ship's course. *Athwart-hawse*, the situation of a ship when she is driven by the wind, tide, or other accident across the stem of another, whether they bear against or are at a small distance from each other, the transverse po-

sition of the former with respect to the latter being principally understood. *Athwart the fore-foot*, is generally applied to the flight of a cannon ball, as fired from one ship across the line of a nother's course, but ahead of her, as a signal for the latter to bring to. *Athwart ships*, reaching across the ship from one side to the other, or in that direction.

ATLAS. In commerce, a rich silk or satin stuff, manufactured in the East Indies, in which gold and silk are wrought together.

ATRIP, is applied to the anchor and the sails. The anchor is atrip when just drawn out of the ground and ready to be hauled up. The top sails are said to be atrip when they are just started from the cap.

ATTACHMENT. A process proceeding from a court of law for the securing or seizing the money or goods of a person. Attachments may be made against attorneys for malpractice, or against sheriffs for a false or a non-return to a writ: an attachment may also be made upon any person for the non-payment of costs or fines imposed by courts of record. One person also may attach the goods of another, under numerous cases. For example, if he has obtained goods on credit by false pretences, or is about to ship his property for abroad, or otherwise fraudulently dispose of it to the injury of his creditors, &c. Attachment must be made by legal instrument, obtainable in London at the Lord Mayor's Court.

ATTACHMENT, FOREIGN. This does not imply the attachment of the goods, &c. of a foreigner, but an attachment of the goods of one party when they are in the hands of another. Suppose a person fear a seizure of his household goods and money, and should remove them from his premises, or send them to other parties to preserve, these would still be liable to be seized by a foreign attachment upon the *garnishee* or person who holds the goods. A bankrupt may withhold his property, but should he do so, wherever that property is found, or in whose hands it may be, (except in the hands of a carrier, committed to him for transit,) such is subject to foreign attachment. No attachment lies upon debts upon record, statute, or recognizance, nor those which are suit in any of the courts, nor yet goods or money in the hands of the sheriff, nor yet for any due for rent. That seized upon for rent by a distraint is not subject to attachment from another cause, nor is a legacy in the hands of an executor. An attachment operates upon all money and goods which come into the possession of the garnisher for six months after the issuing of the process. In all cases the garnisher has a claim and hold upon the property attached for any debt or claim which may be due to him, which lien must be discharged before the plaintiff can have judgment against him.

ATTAR OR OTTO OF ROSES. An essential

oil obtained from roses, of great value and possessing wonderful odoriferous properties. Garepon is celebrated throughout India for the beauty and extent of its rose gardens, which occupy many hundred acres. The attar is obtained from the rose water made by distillation, by setting it out during the night until sunrise in large open vessels, exposed to the air, and then skimming off the particles of essential oil which float on the top. To produce the weight of one rupee 200,000 well-grown roses are required. The attar even on the spot is extravagantly dear, being from 80 to 100 times the value of silver. In Turkey, from which the best attar is brought, the process is different. The rose leaves are bruised, and steeped in water; after three or four days fermentation takes place, and the oil floats upon the surface of the water, whence it is collected. The best attar should not be liquid, but of a concrete form, and a white color, otherwise it may be considered as adulterated, unless the weather be hot, when it will become liquid. It is rarely brought pure into this country, being adulterated with spermaceti and sandal-wood oil.

ATTESTATION. The art of affirming or witnessing the truth of something, more especially in writing.

ATTORNEY. Such a person as by consent or request takes care of, sees to, and manages the affairs of another person in his absence. The above general and wide definition is now restricted to such as manage the legal affairs of their employers or clients. Attorneys may be private or public; in many cases of private attorney one person may act for another by verbal or ordinary written authority, but in the case of transfer of stock, the execution of deeds, &c., he must be authorized by a written instrument, called a power or letter of attorney. Such a person cannot act in cases of litigation; an attorney at law or public attorney is then required. This person has been defined to be a public officer of a court of record, legally qualified to prosecute and defend actions in courts of law on the retainer of clients. A solicitor differs from an attorney in practising in courts of equity, instead of those of common law. Before an attorney is admitted on the rolls he must have been articled to a practising attorney or solicitor, or other officer of the court, for five years. He must at the expiration of his clerkship be examined by a board of examiners, and his fitness and capacity being established be sworn in open court, to demean himself honestly in his practice. His name is then entered on one of the records of the court, called the roll of attorneys.

ATTORNEY GENERAL. An officer made by letters patent. He is the public prosecutor on behalf of, and legal adviser to the crown, and as such has precedence of all

other counsel; he files bills in the exchequer concerning the sovereign's inheritances and profits, and has bills filed against him. The office is considered of so much importance that it is usually entrusted to new hands, whenever a considerable change in the ministry of the country takes place.

ATTORNEY, LETTER OF.—See *Letter*.

ATTORNEY, WARRANT OF.—See *Warrant*.

AUCTION. A public sale of property to that person who will give the most for it. There are two forms; one called Dutch auction, in which a higher price is named at the commencement than will be taken, and gradually reduced until some one consents to purchase. In the English mode the goods are put up at a low price, and those inclined to have them bid higher than each other, until some one has offered more than any one else, when the goods are knocked down to him. Generally the bidding goes on as long as there are fresh bidders, but occasionally the auctioneer uses a sand glass, which runs one, two, three, or more minutes, and dwells after each bidding the time that the sand runs out, or frequently the time is determined by the burning of a certain length of candle, called therefore sale by inch of candle. A sale by auction to be complete infers the capability of the person who bids to purchase, and a notification of striking with a hammer, or other usual method, that the auctioneer accepts such bidding. A bidding is but an offer, therefore to be binding must be accepted, and until accepted it may be withdrawn. A bidding must not be made by an auctioneer on his own account, and to render the sale binding on the purchaser the biddings must be obtained without fraud or misrepresentation, and not by means of *puffers* employed for the purpose of upholding the value, nor can one person lawfully interfere to prevent another bidding, nor misrepresent the goods so as to deter him from bidding. The highest bidder is the purchaser. A seller has clearly a right to instruct the auctioneer to *set up* goods at a certain price, and not below that, but it is a fraud to give instructions that they shall not be sold under so much.—See *Bidding, Auctioneer, &c.*

AUCTION BOND. A bond entered into by an auctioneer at the time of taking out the excise license, himself in £1000, and two sureties in £200 each, that he will within 28 days after each sale deliver at the said chief office an exact and particular account in writing of the amount of the money bid at each sale, and of the several articles, lots, or parcels then sold, and the price of each, and at the same time make payment of the duties payable in respect of each sale. If this license be taken out in any other part of Great Britain, the bond is for £500 personal and two sureties of £50 each, that he will make

such return and payment within six weeks. If the auctioneer acts for town and country, two sets of bonds and two licenses are required. These bonds are renewed annually with the license, and in case of the auctioneer's bond being forfeited by reason of the non-payment of duty, &c. it has been held that the penalty does not merely stand as a security to compel payment of the duty and expenses, but that the full amount becomes absolutely payable.—*Bateman's Law of Auctions.*

AUCTION DUTY. This duty is levied upon the gross proceeds of an auction, and is payable by the auctioneer to the excise. In Great Britain upon lands, houses, shares in companies, annuities, reversions in the funds, ships, and other vessels, plate and jewels, the duty is 7d. in the pound; in Ireland 6d. Upon furniture, pictures, books, horses, carriages, and other goods and chattels in Great Britain 1s.; in Ireland 10d. Upon wool grown in England 2d. in the pound. Upon all imported goods, except Irish goods imported from Ireland, 10s. per cent. If there be but one bidding it is considered a sale whether afterwards perfected or not, and entitles the government to the duty. The auction duty may be made payable by the purchaser, if such a condition be declared by the auctioneer, or annexed to the conditions of sale. The following are exempt from auction duty:—Auctions ordered by the court of chancery and some other courts of law, by the East India company, Hudson's Bay company, boards of excise, customs, ordnance or navy, property belonging to Her Majesty, or any that is sold under the act for the redemption of land tax, sales of bankrupt's effects, goods taken in execution and distress for rents; sale of agricultural and mining produce, if upon the ground where produced; British piece goods, if sold uncut, in lots of £20 or more in value, in an entered warehouse, and for the benefit of the manufacturer or first purchaser, prize vessels, salvage from wreck or fire when sold for the benefit of the insurers. Also the following imported goods if sold for the benefit of the first importer:—oil and provisions generally, ivory, dye drugs, rough timber, hides, &c., from Africa, &c. East India goods brought direct, or from Malta or Gibraltar. All goods brought in an American or British vessel from the United States, or a British American possession. All goods which are the produce of Brazil, Yutacan, the Cape of Good Hope, Australia, and the Portuguese dominions.

AUCTIONER. A person who sells goods by auction; he is required by law to take out a yearly excise license, and a distinct license if for the sale of exciseable commodities, and enter into bonds for the payment of duty, &c. Before holding a sale, he must give notice to the excise, and deliver a written or printed

catalogue, enumerating every lot or article, one day if in London, and three in the country previously, under a penalty of £20; he must prepare particulars and conditions of sale, and read them over or refer to them previous to the sale. The auctioneer must not himself bid, even for the owner. He has a claim for fair remuneration upon the property, or upon his employer, but forfeits this by ignorance, negligence, or mistake. He is bound to refund the purchase-money to his employer immediately, deducting commission, duty and expenses; in failure the money may be recovered by action, so also may goods sent for sale, but not yet sold.—See *Bateman's Law of Auctions*, the best work on this subject.

AUDIT, AUDITOR. An audit is a regular hearing and examination of an account, by persons appointed for that purpose, and who are therefore called auditors.

AULNAGE.—See *Almage*.

AUNCEL WEIGHT. The weighing of commodities by the steelyard. Owing to the facility which exists of altering this kind of balance, an encouragement to fraud was given, and the steelyard therefore prohibited by various statutes of Edw. III, Hen. VI, and Char. II, and the scales or even balance introduced in its stead. In many parts of England, however, and for the weighing of certain commodities the steelyard is still in use.

AUNE. A long measure, used in France to measure cloth stuffs, silks, &c. = $47\frac{1}{4}$ inches English.

AUSTRALASIA. The name given to an assemblage of huge insular masses of land, occupying the eastern parts of the Pacific Ocean, and extending southwards from E. Asia.—See *Australia*, *Van Dieman's Land*, *New Zealand*, &c.

AUSTRALIA, OR NEW HOLLAND. The most extended portion of Australasia; lying between $10^{\circ} 30'$ and 39° S. lat., and $112^{\circ} 20'$, and $153^{\circ} 40'$ E. lon. It is about 2977 miles from E. to W., and 2000 from N. to S. The explored portion is so little that scarcely any thing is known of the interior, but the almost total absence of large rivers infer the absence also of any extensive ranges of high mountains; yet inferior elevations are numerous, and inferior rivers not wanting in many parts. This country is most interesting to us as being the seat of Port Jackson or Botany Bay, and as being one of the chief of those countries to which English emigrants have flocked, with the hopes of improving their condition. The frequent droughts and the dearth of labor have been hitherto the greatest obstacles to individual success. Still it appears that some valuable exports are sent from Sidney the capital, particularly a fine wool, whale oil, whalebone, cattle, corn, cedar and hides; but the causes above stated render the production of some of these very precari-

ous. Its imports from England are very great, amounting in 1840 to more than £800,000. The country is managed by governors sent out from England. It is politically divided into E. W. N. and S. Australia, having as capitals Sidney, Perth, Victoria and Adelaide respectively.

AUSTRIA. A large and fine empire, situated in the middle of Europe, between Russia, Turkey, Italy, Switzerland, Prussia and Germany, of which latter country it is the chief state. Its area is 255,226 square miles, its population 33,630,000 inhabitants. Capital Vienna, and chief ports Trieste and Venice. The Hungarian mines are the chief source of internal wealth, Austria not being either a greatly manufacturing or agricultural country. Iron, quicksilver, lead, copper, and some other metals, are in abundance; as is also salt, vitriol, alum, sulphur, saltpetre, and coal; and in the Italian states of Austria silk is manufactured to a great extent, and the olive, &c. grown in some abundance. A few wines, particularly Tokay, is also the produce of this country. The prohibitions and restrictions upon trade are vexatious, the government monopolies many, the duties generally high, and the sea coast not extensive. Hence Austria is by no means a great trading power. The last tariff came into operation in February, 1838; by it, the great manufactures of England, cotton and woollen goods, porcelain, iron, tin, and pewter ware, and steel articles, pay all 60 per cent. Different weights and monies are used at Vienna and at Milan, therefore see these names. The Austrian national debt is about £60,000,000; this is principally in bonds of £100 each, called *metallics*, from their dividends being payable in specie. They yield 5 per cent. interest, and are payable in London half yearly. There are several distinct flags used in Austria; the national standard is represented beneath.



That used by the Emperor is different from the above by the arms in the centre; and by the margin being party-colored, blue, red, yellow, and black.



The Austrian man of war bears a flag of two red and one white stripe, with the arms and crown; while that borne by merchant



vessels is as under. The pilot flag or that indicative of a pilot being required by the vessels, represents that borne by the man of war, but with a border round, as is the case with most of the pilot flags of different nations.



AUTHORITY. A power given to a person to act for another; thus we have the expressions, persons in authority, an act of authority, the authority of parliament; hence the difference between power in one's own right, and authority delegated by others. Every party to whom an authority is given to do any act, specially or generally, must do it in the name of the person for whom he acts. The power may be given either by law, custom, or private agreement, and either verbally or by writing.

AUXY WOOL. A name given to a fine wool, which is spun in the neighbourhood of Abbeville in France.

AVAST. The order to stop or pause in any exercise, as *avast heaving*, that is to say, desist or stop from drawing in the cable or hawser, by means of the capstan, &c.

AVERAGE. The accidents and misfortunes which happen to ships and their cargoes, from the time of their loading till their unloading. It is divided into three kinds: first, the simple or *particular* average, which consists in the extraordinary expenses incurred for the ship alone, or for the merchandize alone, such as the loss of anchors, masts and rigging, occasioned by the common accidents at sea; the damage which happens to merchandize by storms, capture, wet, or rotting; and all such things as arise from casualties not insured against, and the replacement or loss of which does not fall upon the underwriter. A *general* average is an expense incurred or loss sustained for the general benefit, such as the employment of hands at the time of a wreck, the throwing goods overboard for common safety, and other things of a like nature. In cases of this kind all the shipowners and proprietors share in the loss and expense, in proportion to their interest in the vessel; it matters not that one man's goods are sacrificed and another's saved; nor yet is it of importance that the things thrown overboard should be light and valuable, and those suffered to remain large and heavy. If the vessel be insured, the underwriters are responsible; or if insured by more than one, they are responsible proportionably to the amount insured with each; so also a ship may be insured against particular average. Average is also a small duty which those merchants who send goods in another man's ship pay to the master for his care of them, over and above the freight. Hence it is expressed in the bills of lading, paying so much freight for the said goods, with *primage* and *average* accustomed. *Small averages* are expenses for towing and piloting the ship out of, or into harbours, creeks, or rivers, one-third of which is chargeable to the owner of the ship, and two-thirds to the owners of the cargo.

AVERAGE. In arithmetic, is the mean of two or more quantities, formed by adding them together, and dividing by the number of the quantities; thus the average price of wheat at 45, 48, and 54s. per quarter is 49s.; the average of 70 qrs., 120 qrs., and 210 qrs. is 133½ qrs.; but if the average of the price and the quantity is to be taken together, the following method is to be adopted:—

70 qrs. at.....45s.	3150s.
120 ditto .....48s.	5760s.
210 ditto .....54s.	11350s.
400	20240s.
	50s. 7½d. per qr.

Government requires from corn merchants and factors, a return weekly of the quantities of corn sold, in order that the weekly averages, both as to quantity and price, may be calculated. The price for each week is ascertained by the method above given; this

is added to the averages of the five preceding weeks, and the sum divided by 6. The quotient then left will be that aggregate average from which the duty upon corn is to be levied. Be it observed, that the average of a series of averages is not the same truly speaking as the general average of the whole, unless the quantities in each of the averages is the same. An average value of interest upon periodical payments, if the same sum be paid each time may be considered as the interest of the sum for one year multiplied by half the whole time, so also an average time of payment for monies may be calculated in the same manner.—See *Equation*.

AVIGNON BERRIES.—See *French Berries*.

AVOIRDUPOISE WEIGHT. That weight by which all goods except the precious and rare metals, medicines, pearls, precious stones, and a few other costly articles are weighed. The standard is the lb. which contains 7000 grains. It is subdivided and increased as follows:—

16 drams.....	1 ounce.
16 ounces.....	1 lb.
8 lbs.....	1 stone of meat,
14 lbs.....	1 stone.
28 lbs.....	1 quarter.
4 quarters.....	1 cwt.
20 cwt.....	1 ton.

The lb. is greater than the lb. troy, which contains only 5760 grains; but the ounce is less than the troy ounce, for $5760 \div 12 = 480$ grains for the troy ounce, and $7000 \div 16 = 437\frac{1}{2}$ grains the avoirdupoise ounce; the

dram avoirdupoise is about $2\frac{1}{2}$ grains less than the troy dwt.

AWARD. The judgment of an arbitrator for terminating a difference which has been left to arbitration.—See *Arbitrator*.

AWEATHER. Signifies the situation of the helm when pushed to the weather or windy side of the ship, in contra-distinction to the lee, leeward or sheltered side.

AWEIGH. Synonymous with *Atrip*, which see.

AWNING. A canopy of canvas, extending over the decks of a ship or boat in hot-weather, for the convenience of the officers and crew, and to prevent the decks from being cracked by the heat of the sun; the awning is supported by a range of light posts called stanchions, which are erected along the ship's side on the right and left. It is also suspended in the middle by a complication of small cords, called a crow-foot. That part of the poop deck which is continued forward beyond the bulk head of the cabin is also called the awning.

AZOGA SHIPS. Spanish ships commonly called the quicksilver ships, from their carrying quicksilver to the Spanish West Indies, in order to extract the silver which comes out of the mines of Mexico and Peru.

AZURE. The same as smalts or zaffre, that is, the oxyde of cobalt ground to a fine powder; the only difference between that and smalts is, that the latter is in coarse vitrified scales or particles, and of a darker color than azure.



In contractions designates bachelor, bene, Britannic, British, blessed, before, barrel, bushel, &c.; as B.A. or A. B. bachelor of arts; B. M. bachelor of medicine; B. D. bachelor of divinity. K. B. knight of the bath.

N. B. *Nota bene*, observe. B. P. British possessions. H. B. M. Her Britannic Majesty. B. C. before Christ. B. V. blessed Virgin. Bp. bishop.

BABLAH. The rind of the fruit of *Mimosa cineraria*, imported from the East Indies and Senegal for the use of the dyers, who find it valuable in communicating different shades of drab color to cotton, and as a substitute for more expensive astringents. It contains coloring matter united with much gallic acid and tannin.

BAC OR BACK. A cask of a very large size, as of 3, 4, or 500 gallons; the makers of such backs are called back-makers and not coopers. Backs have been made so large as to hold 12,000 barrels; such are used princi-

pally in breweries and distilleries to hold spirits, beer, or water.

BACK OF THE STERN-POST. An additional piece of timber behind the stern-post; it is strongly bolted thereto, and the hinges which support the rudder are fixed to it, and it is tenanted into the keel.

BACK TO AN ANCHOR.—See *Anchor*.

BACK ASTERN. To move the oars in a direction contrary to the usual method, so that the boat or vessel shall move with her stern foremost. *To back the starboard oar*; the command to confine the above management of the oars to the right side of the boat only, in order to turn her round more speedily in that direction. *To back the sails*, is to arrange them in such a situation as to occasion the ship to move backwards. This is often necessary in narrow channels, especially if the current or tide set in one direction, and the wind in the contrary. *To back the main top-sail*; the command to brace that sail in such a manner that the wind may exert its force against the fore-part of the sail, and by thus laying it a-back retard the ship's course.

BAC

BACK STAYS. Long ropes extending from the topmast heads to the sides of the ship, where they are further extended to the channels. They are used to relieve the strain upon the shrouds, in supporting the masts when stretched by a weight of sail in a fresh wind. They are usually distinguished into breast-back stays and after-back stays; the intent of the first being to sustain the mast when the ship sails upon a wind, or in other words when the wind acts upon the ship sideways; the second is to enable her to carry sail when the wind is farther aft; a third kind is shifted as occasion requires from one side of the vessel to the other. Large vessels have also back stays for the top-gallant masts.

BACK STAY STOOL. A short piece of plank, fitted for the security of the dead eyes, and chains for the back stays, though sometimes the channels are left long enough at the after-end for the back stays to be fitted thereto.

BACKS. Among dealers in leather denote the thickest and best tanned hides, or such as are used for the soles of shoes.

BACON. (*Fleisch* Du. *Spek* Du. *Speck* Ger. *Fläsk* Swe. *Lardo* Spa. and Por. *Lard* Fr. *Lardo* Ital. *Salo* Russ. *Słonina* Pol.) The sides, belly, and fore-legs of the hog, salted and dried. The English counties of Wiltshire, Hampshire, Yorkshire, and Somersetshire, are celebrated for their bacon, and equally so the Scotch counties of Wigton, Dumfries, and Kircudbright. Ireland also produces vast quantities of bacon, but less carefully salted, and therefore inferior. The high duty upon dried meats has hitherto acted as a prohibition against importing bacon; the duty is now however reduced to 14s. per cwt. if from F. C. 3s. 6d. if from B. P.

BADGE. A sort of ornament placed on the outside of small ships very near the stem, containing either a window for the convenience of the cabin or the representation of it. It is commonly decorated with marine figures, martial implements, &c.

BADGER SKINS. The skin of the badger is covered with long, rigid, but fine hair, which has the peculiar property of not becoming, to an equal degree with other furs, clogged by wet; and as the under hair is laid close to the skin, it is almost impervious to water, not merely while on, but when taken off the animal; hence it is that this skin is preferred for the covering of holster pistols, for the pendant pouches of those Highland regiments that wear kilts, and similar purposes. The hair when taken off the skins is used to some extent for shaving brushes, and for a peculiar kind of brush employed by the decorative painter, called a softening brush or sweetening tool; the use of which is to blend smoothly together such colors as are laid on first in streaks, specks, or blotches, as in the imitation of woods and marbles; the points

BAD

of the brush being for this purpose passed slightly over the work.



The Common Badger.—*Meleot vulgaris*.

There are two species of badger; the European is distributed sparingly throughout the temperate regions of Europe and Asia. It is a harmless, solitary animal, which lives upon fruits and seeds, together with occasionally insects and small animals. Its form will be judged of by the illustration; but one peculiarity is to be remarked, which is, that the under-part of the body is darker than the upper, a circumstance not observed in any other creature. Its belly is black or dark, while the back has the appearance of a grey, in consequence of the hairs, which are from 2 to 3 inches long, being party-colored; the portions near both ends being white, and a belt in the middle of each hair black. The duty upon badger skins is 1s. 6d. per dozen if from F. C., and 9d. if from B. P. The duty received in 1840 was £24 6s. at 6d. per skin.

BADGER. In commerce, signifies one who buys corn and victuals in one place, and carries them to another for sale. It is now scarcely more than a cant term, but is of frequent occurrence in old commercial charters, &c.

BAFFETAS OR BAFTAES. A cloth made in India, particularly at Surat, of coarse white or blue cotton thread.

BAFFLINGS OR BAFFLING WINDS. Those winds which frequently shift from one point to another.

BAG. In commerce, means not merely the hempen or other textile covering for goods, but sometimes a certain quantity, or at least an approximate quantity; as a bag of hops, if of good quality, weighs 2½ cwt.; a bag of biscuits, about 1 cwt.; of pepper, from 1½ to 3 cwt.; of almonds, about 3 cwt. The best material for bags is hempen cloth steeped for some time previous to use in a decoction of oak bark.

BAGGAGE. The wearing apparel, and articles of personal accommodation belonging to,

BAG

and for the use of passengers and crews of ships, &c. The custom-house regulations of baggage are; that if accompanied by the proprietor, and made up and in use, it is exempt from duty; if not accompanied by the proprietor, proof must be adduced that it is not imported as merchandise. Articles subject to duty may be left with the officer of customs for six months, and are redeemable by paying the duty upon them. If not then cleared, they are to be sold, the duty and charges deducted, and the residue if any paid to the proprietor, on proof of ownership. English carriages in use free; one fowling piece and a pair of pistols, accompanying the owner free, if in use. One pint of drinkable spirits or half a pint of Cologne or cordial water free. Other spirits admitted to entry. Glass of British manufacture in dressing cases and medicine chests free. English books printed abroad prohibited. Passengers having foreign goods and denying the same, have those goods forfeited, and are liable to a penalty of three times the value.

BAGGING. A coarse kind of hempen canvas used for the making of bags, and for the wrappers of piece goods. A large quantity is manufactured at Dundee, for the American trade.

BAG-REEF. A fourth or lower reef to a sail.

BAGUAZ. The name given in the W. Indies to the sugar canes, after they have passed through the mill. They are kept under cover in small huts, to use them when dry for boiling the sugar. These huts are called Baguaz huts.

BAHAMAS. An extensive group of sandy, marshy, rocky, barren, undulating islands in the north of the W. Indies, extending from E. Florida to Cuba. Their products are cotton, hard woods, dye drugs and salt. The seas and channels around these are of difficult navigation, in consequence chiefly of the numerous islands themselves, some of which are mere rocks or coral reefs; the great stream called the Gulf Stream, which rushes with great velocity between them and Florida, and the great bank of Bahama, which is situated between the islands and Cuba. The following is the colonial seal belonging to the Bahamas.



BAHAR. A weight used in the East Indies. The bahar of Bencoulén weighs 560 lbs.

BAH

avoirdupoise. That of Mocha 450 lbs. The great bahar of Batavia is equal to about 533 lbs. avoirdupoise, and the small bahar to 400 lbs.

BAHIA.—See *St. Salvador*.

BAIL. In law, is the acceptance of a surety for the appearance or responsibility of the party for whom it is given; all civil cases are bailable. Common bail is where the cause is for trifling amount, and for this imaginary names are used, as *John Doe* and *Richard Roe*. In more important cases special bail is required; in this the party implicated, as well as the bail, execute what is called a *bail-bond*, which must contain the cause of bail being entered into.

BAIL, CLERKS OF THE. An officer of the court of Queen's bench, who files the bail-bonds taken in that court.

BAILIFF. An officer acting for another; thus a land bailiff is an agent for a landlord in collecting rents, &c. A bailiff who serves arrests, acts in the name of the sheriff. A water bailiff acts in the same capacity, his arrests being confined to the water; his duty also is to gather the toll for anchorage, searching of ships for criminals, &c.

BAILLAGE OR BAILLIAGE. Small duties levied by the city of London upon the exported goods of aliens. They are claimed by charter, and are for surveying and delivering up such goods to the shipowner.

BAILLOQUE OR BAYOGUE. A French term for ostrich feathers, which are of a dark brown color mixed with white.

BAILMENT. In law, is a delivery of goods on a condition expressed or implied, that they shall be delivered up according to the directions of the bailor, as soon as the purpose for which they have been so bailed shall be answered, as goods committed to a ship for transport, to a carrier for carriage, to a pawnbroker for preservation, materials supplied to a workman for manufacture, horse &c. delivered to an innkeeper, cattle sent to graze, goods lent on hire, &c. The bailee, or person who has them is obliged to take the same care of the goods committed to his charge as if they were his own, and can maintain an action upon them if stolen or injured. In most cases he is absolutely bound to keep them uninjured, wear and tear, if they are articles to be used by him, and natural decay, excepted. Thus innkeepers are responsible for the absolute safety of the property of their guests, and hired articles must not be injured.—See *Carrier, Pledge, Commodate or Loan, Mandate, and Deposit*.

BAIZE. (*Bay* Du. Du. *Boy* Ger. *Boj* Swe. *Bayetta* Fr. *Bajette* Ital. *Baeta* Por. *Bayeta* Spa.) A woollen cloth, rather open in texture, and with a long nap. It is chiefly manufactured at Rochdale in Lancashire, and at Colchester in Essex. The breadth of baize is from

2½ yards to 1½, and is mostly dyed green, brown or red.

BAKER. A preparer and seller of bread, and other eatable made from flour; hence the division of the trade into bread baker, biscuit baker, muffin baker, &c.

BALÆNA. The name of the whale.—See *Whale*.

BALACHANG. A species of caviare in use among the Malays; it is of two sorts, the red and the black; the former is made of the spawn of shrimps, or of shrimps themselves, the other of a small fish; in both cases the materials are beaten up to a paste.

BALAIS RUBY.—See *Ruby*.

BALANCE. A well-known instrument for the weighing of commodities, called scales, weighing machine, steelyard, &c. according to its form, and mode of action. *Balance*, in book-keeping is such a sum added to one side of an account as will make it equal to the other. *Balance*. In naval tactics is to contract a sail into a narrower compass, by folding up a part of it at one corner. It is peculiar to the mizen of a ship, and the mainsail of those vessels wherein it is extended by a boom.

BALANCE OF TRADE. What is understood by this term is the equal importing of foreign commodities with the exporting of the native, and it is reckoned that that nation has the advantage in the balance of trade, which exports more of the native commodities and imports less of the foreign. The reason is that if the native exports be of greater value than the goods imported, the balance of that account must be made up in bullion or money, and the nation gains so much money as the balance amounts to.

BALANCE REEF. A reef band, that crosses a sail diagonally, and is used to contract it in a storm.

BALASORE HANDKERCHIEFS. Cotton handkerchiefs, in which the Indian fabric is imitated and the name preserved.

BALASTRI. The name of the finest gold cloths which the Venetians export to the Levant.

BALAUSTINES OR BALAUSTINE FLOWERS. The flowers of the pomegranate tree, formerly used as an astringent in medicine.

BALE. A package of goods, ready for conveyance. Such should always be marked and numbered, that they may be recognized by the person to whom sent; the marks and numbers corresponding with similar ones on the bills of lading, invoices, &c. A bale of paper is 10 reams; a bale of cotton is from 3 to 4 cwt.; of raw silk, from 1 to 4 cwt.

BALE GOODS OR BALE MERCHANDIZE. Such goods as are imported or exported in bales, as cottons, woollens, silks, &c. The term is applied by the French to goods of inferior manufacture or bad materials, and which are sold in bales without sample;

hence the term selling under the *bale* or under the *cords*.

BALK. A short piece of fir timber; also a beam such as is used in ship building.

BALKERS. In fishing, persons placed on eminences to discover the distant herring shoals, and indicate by preconcerted signals the direction which the fish are swimming.

BALL. This term comprehends all bullets for fire arms, from the size of that of the pistol to that of the largest cannon; also a composition of divers ingredients, generally of the combustible kind, serving to burn, give light, smoke, &c. Cannon balls are of iron, and musket balls of lead.

BALLAST. A certain portion of stone, iron, gravel, or other heavy material, deposited in a ship's hold when she has either no cargo, or too little to bring her sufficiently low in the water. It is used to counterbalance the effects of the wind upon the masts, and give the ship a proper stability, that she may be enabled to carry sail without danger of upsetting. Ships are said to be in ballast when they have no other loading. Masters of vessels are required to declare the quantity of ballast they carry, and to unload it at certain places. They are prohibited unloading their ballast in havens, roads, &c. All ships and vessels taking in ballast in the river Thames pay the Trinity House 1s. per ton, carried in any coal ship; for every other British ship, 1s. 3d. per ton, and for every foreign ship 1s. 7d. per ton of ballast carried. Ships require for ballast very different quantities, according to their build, varying from ¼ to ½ of the tonnage.

BALLASTAGE. A privilege conferred upon the city of London by 45 Geo. III, c 98, of the sole right to supply with ballast all vessels passing and repassing in the river Thames between London Bridge and the main; and of raising gravel, sand, and soil of the Thames. This right is vested in the Trinity House, and for supplying or taking away ballast, except permitted by the corporation, the forfeit is £10. But Queen's ships may take sea ballast or any other ballast; and land ballast may be shipped E. of Woolwich on the payment of 1d. per ton to the corporation. Land ballast is chiefly chalk, and is taken in at Purfleet, Northfleet, &c.

BALLATOONS. Large heavy barks or luggage boats, used for carrying wood by the river from Astrachan and the Caspian Sea to Moscow. They are of an extraordinary length and breadth; their prows and stems brought alike to a point. They carry from 150 to 200 tons.

BALLIN. A French provincial term for package.

BALLOON OR BALLON. In the French paper trade is a term for a quantity containing 24 reams. In their glass trade it implies

a certain quantity of glass plates, according to their quality. The balloon of white glass contains 25 bundles of 6 plates per bundle, while that of colored glass is only 12½ bundles of three plates to a bundle.

BALLS FOR WASHING.—See *Soap*.

BALM OF GILEAD.—See *Opobalsam*.

BALSAMS. Vegetable juices, either liquid or concrete, consisting of a substance of a resinous nature, combined often with benzoic acid. They are insoluble in water, but readily dissolve in alcohol and ether. The liquid balsams are copaiva, Canadian, opobalsam, Peru, stryax, and tolu. The concrete balsams are benzoin, dragon's blood, and storax. —See these names.

BALTIC. An inland sea in the N.W. of Europe, between the coasts of Sweden, Denmark, Russia, and Prussia. It includes the Gulfs of Bothnia and Finland, and encircles a number of islands, the principal of which are Aland, Oeland, Gothland, and Layland. It has no tide, but a current always sets through the Sound into the Cattegat. The general depth of the Baltic is 60 fathoms, but towards its S. E. extremity and nearly in the middle are two spots with 110 and 115 fathoms. From the E. mouth of the Sound to Bornholm the depth varies from 9 to 30 fathoms; from thence to Stockholm from 15 to 50; a little S. of Lindo it is 60; and among the Aland Islands from 60 to 110. Yellow amber is found on the coast. The Baltic trade is very extensive, and is noticed under the different countries adjacent to this sea.

BALTIMORE. A sea port town of Maryland, N. America, with a very fine harbour. It is divided by a creek into the town of Baltimore and Fells Point; to the latter of which the water is deep enough for ships of burden, but small vessels only go up to the town. It is seated on the Patapsco, near its entrance into Chesapeake Bay. W. Long. 76° 30'. N. Lat. 39° 17'. Baltimore is one of the principal ports of the United States for the export of flour. It sends also much tobacco, hemp, flax and its seed, Indian corn, timber, iron, &c.

BAMBOO. (*Bambus* rür Da. *Bamboceri* eten Du. *Bambou*, *Bamboches* Fr. *Bambu* Ital. Spa. Por. *Bambos* Swe. *Indianischer Röhr* Ger.) The largest of the grass tribe, growing sometimes to the height of 40 or 50 feet. It is common throughout the warmer parts of the East, where it is used for very numerous purposes. The houses of the common people are made wholly of bamboo, also bridges, furniture, masts and yards for boats, cups, baskets, mats, vehicles, paper, water pipes, fences for fields, ropes, sails, screens, and not only bedsteads, but bedding also. The young shoots are pickled, forming what is called achia.



Bamboo.—*Bambusa arundinacea*.

BANANA. That noble species of tree, called the banana, is the most prolific vegetable which grows. A spot of a little more than a thousand feet square will contain from thirty to forty bananas. It is nearly allied to the plantain, and is by some considered merely as a variety of that plant. Its stem is pithy, and grows 20 feet or more high, with leaves 6 feet and upwards in length, of the peculiar character seen in the annexed cut. The flowers are pink; an immensely large and drooping spike of them appearing in May and June from among the leaves. The upper flowers die unproductive; the lower ones rapidly change into oblong-shaped fruit, a bunch of which will sometimes contain as many as 160 in number, each as large as a cucumber, which they much resemble in appearance and color. This fruit is filled with a sweet, luscious, and nutritious juice. It is eaten raw and boiled, baked, and otherwise cooked. It is preserved with sugar and with vinegar; is used as bread, and pressed and fermented that it may furnish a spirituous drink, and which when well made resembles the finest cyder. In truth, this fruit and the plantain are among the richest gifts of Providence to the inhabitants of the torrid zone. (See *Plantain*.) The tree is never found wild, yet is cultivated throughout all the tropical regions, if the little attention it requires can be called cultivation; all that is necessary is to remove any suckers the old trees throw up, and to plant them at a requisite distance. They then grow rapidly, in ten or eleven months time bear fruit, and afterwards continue to bear a fresh crop every six months for many years, wholly without care, unless it be loosening the earth about the roots once a year. The fruit of the banana is rounder, yellower, but much more agreeable in flavor than that of the plantain. It is not often brought into this country except as

a curiosity, though the Europeans who reside in India consider it as one of the greatest delicacies of that country. Plants of all the species grow and bear fruit well in our hot-houses.



The Banana.—*Musa sapientum*.

BANCO. The Italian word for bank, used as a distinctive title to certain monies of Hamburgh, there being two kinds, banco money and currency. The former consists of the sums inscribed in the books of the bank opposite to the names of those who have deposited specie or bullion in the bank. It is worth upon an average 23 per cent. more than currency, though this is constantly varying.

BANDS. Slips of canvas strongly sewed across a sail to strengthen it.

BAND. A weight used on the coast of Guinea for weighing gold dust, equal to about 2 ounces troy.

BANDAL or BUNDLE. The name of a measure in the S. and W. of Ireland, which is something more than half a yard. By it the coarse narrow linen is sold in the markets, on which account it is called bandal cloth.

BANDANNA. A handkerchief with bright figures or spots upon a darker ground, originally brought from India, but now so much surpassed in the dyeing by our native manufacturers, as that English bandannas are preferred even in the Indian market; also Indian woven handkerchiefs are often brought to England to be dyed or printed. The process by which they are so printed forms a peculiar branch of calico printing; the term bandanna being applied not merely to silks, but to all fabrics dyed with similar patterns.

BANDOLEER. A small wooden case covered with leather, containing a quantity of powder sufficient for the charge of a musket.

BANDSTRINGS. A particular kind of thin woven band or ribbon, made chiefly in Flanders. The duty if imported is for bandstring twist 5s., or 2s. 6d. per dozen knots, each containing 32 yards.

BANBERRIES. The berries of the herb Christopher, *Actes spicata*, a native of the N. W. of Yorkshire. This berry affords a color similar to that of cochineal.

BANIANS. A religious sect of Asia, who are the great factors by whom the internal trade of India is carried on. The chief agents of the European E. I. companies are of this sect; they also act as bankers, and give bills of exchange for most cities in the East Indies.

BANK. In geography, an elevation of sand at the bottom of the sea, some of which are so high as to prevent a ship from floating over them, and in this sense amounts to nearly the same as shallow, flats, &c. The shelves that abound with rocks under water are called reefs, ridges, keys, &c. Banks on the sea-coast are usually marked by beacons or buoys, and in charts they are distinguished by dots, as ridges of rocks are by crosses.

BANK. A depository for money, and also an establishment for dealing in money, or bullion. The proprietors are called bankers, the office of business a bank or banking-house, the system banking. The object and business of a bank are directed to four methods of facilitating commerce, by deposits, remittances, circulation, and discount or loan. *Deposits* are such monies as are paid into the bank, the owner to receive the same again by means of checks or drafts as he may require. *Remittances* are the transmission of sums of money from one place to another, to accommodate their holders. Thus if a person having a deposit at a London bank desire to send a sum into the country; the London bank being connected with the country bank would desire such country bank to pay the amount, and thus speed and safety is ensured without cost or trouble. Again, if a person require money on a journey, a *letter of credit* procured from his banker, enables him to draw the amount or portions thereof at certain banks in his route. *Circulation* is a third office of a bank, though it is not all banks which have the privilege of issuing their own notes instead of the money deposited with them. *Loans*, either by discount, cash credit, or overdraft on current account, (see these terms,) is the fourth advantage of a bank.

Banking establishments are constituted in different ways. On the continent, public banks are in general connected with the government. The bank of England and the bank of Ireland are not connected with the government, but manage the money affairs of the state; they are chartered bodies and claim certain monopolies. Joint stock banks of limited responsibility, as those of the United States, or of unlimited responsibility, as those of England. Private banks, and, lastly, saving banks. The bank of England, situated in the heart of London, opposite the Royal Exchange on its north side, and close

to the Stock Exchange on the east, may be truly called the focus of the whole money transactions of the country.



Bank of England, Threadneedle Street.

Its management is vested in a governor, deputy governor, and twenty-four directors, elected annually; thirteen or more of whom, the governor being one, constitute a court. Official letters sent to them must be addressed as follows:—

*"To the Governor,
Deputy Governor,
and Court of Directors
of the Bank of England."*

Four general courts of proprietors are held annually, namely, in March or April, July, September and December. No account can be opened without permission from the directors, and if obtained, £500 must be deposited to open with; no interest is allowed, and no account must be overdrawn. A committee of directors sits daily, and a court sits once a week, on Thursday. The affairs are under the guidance of a chief cashier, who issues notes, and regulates the business relative to the receipts and payments; and the general accountant, who manages the affairs of the national debt, the payment of the dividends and annuities, and who posts the notes of issue as they are paid off. About 850 persons are employed in the bank of England. The whole profits have not lately exceeded between 7 and 8 per cent.

BANK, BRANCH. is one belonging to, and identical in interest with a large bank established somewhere else; thus the bank of England, and many joint-stock banks have branch banks at distant important cities, the trade of which is carried on by the larger bank appointing a system of business, managers, clerks, &c. to the branch, and being responsible for its operations.

BANK FOR SAVINGS.—See *Savings' Bank*.

BANK, JOINT-STOCK. A bank supported by companies of individuals who act upon the principle of allowing interest upon deposits, charging likewise a commission upon the drawing accounts instead of requiring a balance, herein differing equally with the bank

of England, and with the business of private bankers. Joint-stock banks are established chiefly in London, but have very numerous branch banks connected with them.

BANK OF LOAN. An institution formed for the purpose of advancing money upon articles of merchandize. Such banks are not known in this country, the money lending upon pledges being committed to pawn-brokers.—See *Pawn*, also *Loan Society*.

BANK OF OARS. A seat or bench of rowers in a galley or barge; these are called the *thought* by seamen.

BANK, PRIVATE. Private banks, commonly called banking houses, and their proprietors bankers, are those established by a small number of private individuals. They act as banks of deposit only, and not of issue, yet carry on the usual business of other banks as to remittances and discounts; not giving interest upon the deposits left in their hands, but depending for their profits upon the interest they can obtain for the property so deposited.

BANK, PROVINCIAL OR COUNTRY. By this name is understood such a bank of issue as is established beyond the limits of the metropolitan district, which, as explained in the charter of the bank of England, extends to 65 miles around London. The bank of England may however act and establish banks beyond this distance, though it cannot prevent other banks from circulating their own notes, provided such place of circulation be without the limits of the charter. Country banks usually allow from 2½ to 4 per cent. interest on deposits, charging 4 or 5 per cent. upon over-drafts, and ½ per cent. commission, though these terms vary considerably in different places.

BANK, To. To deposit money in the hands of a banker.

BANK BILLS OR BANK POST BILL. A cheque given by one of the cashiers of the bank for money deposited. These bills are adopted for the safe remittance of money from one part of the country to another, and should one be lost the owner may recover from the person who finds it.

BANK NOTE. A note issued from a bank, which is payable on demand. The duty paid as a stamp duty by country banks upon the issue of notes is at their option either 7s. per £100 circulation, or else as follows upon each note: £5, 1s. 3d. £10, 1s. 9d. £20, 2s. £30, 3s. £50, 5s. £100, 8s. 6d.

BANK TOKEN. Silver coins issued by the bank of England during a deficiency of the circulating medium in 1812, and drawn in soon afterwards. The bank token was worth 3s. The half token 1s. 6d.

BANKER. In seamanship, is a small flat bottomed vessel, used in the cod fishery on the banks of Newfoundland.

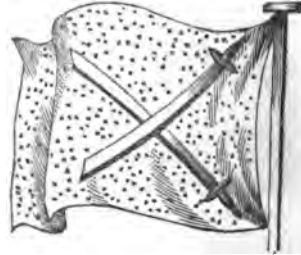
BAN

BANKRUPT. A trader who is unable to pay the money demands justly made upon him, and who has committed such an act, called an act of bankruptcy, as implies that he is in such a situation. (See *Act.*) If he have not committed such an act he is an insolvent. By a trader is signified a dealer in or manufacturer of any commodity, and also livery-stable keepers, coach proprietors, carriers, shipowners, auctioneers, apothecaries, market gardeners, cow keepers, brickmakers, alum makers, lime burners, and millers. A person having committed an act of bankruptcy; the deed by which a person is declared bankrupt, called a *stat* of bankruptcy, is taken out in the bankrupt court, by the petition of one or more creditors, called the petitioning creditor; the sum due to whom must be, if one person only, at least £50; if two persons, not partners, £70; if three creditors, £100, or more, (5 and 6 Vict. c 122;) so that no person can be a bankrupt, unless he be a trader, have committed an act of bankruptcy, and owe one or more of the above sums. The petitioning creditor makes an affidavit of his debt and other matters, (see *Affidavit*;) before a master of chancery. He carries this to the bankruptcy office, accompanied with a bond for £200, undertaking to prove his debt, and the act of bankruptcy of the trader. This bond, by the act 5 and 6 Vict. c 122, may be dispensed with at the discretion of the lord chancellor. An entry is made of both in a book called the docket book, and this is called striking the docket against the bankrupt. The court then grants a fiat of bankruptcy, and issues a summons to the trader to appear before such court, when he is called upon to deny or admit such petitioning creditor's debt, the act of bankruptcy, &c. If he deny, he is allowed to prove its falsity; if he admit it, the court adjudicate, (see *Adjudication*;) appoint times of meeting of creditors and assignees, (see *Assignees*.) He also issues his warrant of seizure, which empowers a messenger to search for, and take possession of the property of the bankrupt. The bankrupt must surrender all his property, under the penalty, for disobedience to the summons, of transportation, or imprisonment and hard labor. He must attend during reasonable hours the meetings of trustees, and assist them in making out his accounts; he may also, in the presence of the assignees or their agent, inspect his own books, papers or writings. A bankrupt is free from arrest in coming to surrender, if not in custody before, and after surrender during his examination. At examination the commissioners may adjourn at their discretion or *sine die*. After his last examination he obtains his certificate, and is discharged.—(See *Certificate* and *Dividend*.)

BANTAM. The western portion of Java;

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next to Batavia that which is of most importance, having been long the capital of the English settlements in these remote islands. The sultan bore the following flag, which is still mounted on the larger of the native vessels.



He was deposed by the Dutch a few years since, and in their hands the city still continues, though its unhealthy climate renders it incapable of that improvement which has been given to Batavia. Ceranc is the residence of the governor.

BAR OF A PORT, HARBOUR, &c. A shoal or bank of sand, gravel, &c. thrown up by the surge of the sea, at the mouth of a river or harbour, so as to endanger and sometimes totally to prevent navigation into it.

BAR, HATCH. A bar which hooks over the hatches, to secure the hold from depredation.

BARs, CAPSTAN, are long thick poles, one end of each of which is fitted into the holes around the drum-head of the capstan, and by which the whole is turned round.

BARATRY.—See *Barratry*.

BARBADOES. The easternmost of the windward islands in the W. Indies, subject to G. Britain, and an island never taken by a foreign power. Its extent is about 166 square miles. The surface is generally low and undulating, the climate hot and subject to hurricanes. The products chiefly sugar, rum, molasses, arrowroot, cotton, ginger and aloes. Its imports amounted in 1838 to £627,047, exports to £787,344. The number of inhabitants are estimated at 100,000. Lat. 13° 5' N; lon. 59° 41' W. Capital, Bridgetown. The following is the colonial seal of this island:—



BARBADOES ALOES.—See *Aloes*.

BARBADOES TAR. The same as asphaltum, a large lake of which 3 miles or more in extent is found in the island of Barbadoes.

BARBARY. A name given to all the N. part of Africa, between Egypt and the Atlantic Ocean, including Tunis, Tripoli, Algiers, Barca, and Morocco. An account of what little commerce there is will be found under the words Algiers and Morocco. It consists generally of gums, dates, figs, drugs, ivory, and ostrich feathers; while the imports are English manufactured goods generally, and in particular Manchester goods, hardware, and muskets.

BARCALAO. A species of the cod fish, caught in the South Sea, and also plentifully around the island of Juan Fernandez.

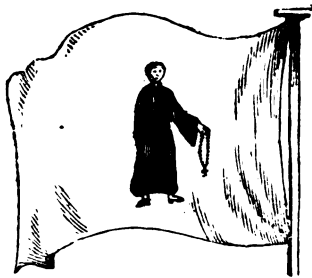
BARCA LONGA. A large Spanish coasting vessel, navigated with lug sails, and having two or three masts; these vessels are very common in the Mediterranean.

BARCELONA. The second largest, and the most industrious and flourishing of all the Spanish cities. It is situated in the centre of the Catalanian coast on the Mediterranean, in lat. $41^{\circ} 2' N.$ and $2^{\circ} 10' E.$ It is strongly fortified, well built and handsome. The harbour however is bad, being made by a mole or jetty, within which there is 18 or 20 feet water, yet a bar forms at the mouth of the harbour, where there is sometimes not more than 10 feet water; large ships must therefore anchor without the mole. The annexed cut shows the present condition of this fine town, commanded as it is by the fortress of Monjuí.



Most English manufactured goods are prohibited to be imported; indeed we send little to Barcelona, except iron hoops, woollen stuffs and hardware, and these in small quantities; the imports from France are more considerable, but the larger portion is in tropical produce from Cuba and Porto Rico. The exports are wrought silks, fire-arms, paper, hats, laces, ribbons, &c. The neighbourhood also produces immense quantities of nuts, known here as Barcelona nuts, though shipped chiefly from Tarragona, &c., of these England receives about 30,000 bags yearly. The ships

belonging to the port carry the following flag, and are engaged in no foreign trade except to the Spanish W. Indies; they are few in number, and yearly decreasing. Those engaged in the coasting trade are usually of very small burden.



Accounts are kept in libra Catalan = $2s. 4d.$ sterling nearly, divided into 20 suedos, and these each into 12 dineros. The lb. weight equals about 6174 grains English, consequently 100 Barcelona lbs. = to about 88,215 avoirdupoise. The yard called Cana = 21 inches very nearly. The quartera is the measure for grain, 100 of these equals $23\frac{1}{2}$ Winchester bushels. The carga is the standard measure for liquids, and is equal to 32.7 imp. galls.

BARE POLES. The term bare poles implies a ship lying to, without any sail set whatever, in a gale of wind, generally speaking in consequence of being on a lee shore.

BARGE. There are several terms in shipping of such a varied and general nature, that it is extremely difficult accurately to confine each within certain limits, such are barge, boat, craft, galley, ship, &c. A barge may be designated in general terms as a large, broad, shallow vessel, used for purposes of parade, or conveyance of commodities. Barges are of many different kinds, and are called by various names according to the services upon which they are employed, as a state barge, a coal barge or lighter, a sailing barge, Thames barge, &c. A state barge being made for parade, and used in processions on the water is necessarily of an ornamental form, and mostly decorated with flags, and rowed by numerous oars; such an one is shown beneath.



The Barge of the Stationers' Company.

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When royal personages please to take short water excursions, the barge is of a similar character, or decorated with an awning or canopy for the personal accommodation of the illustrious party; the following may serve as an illustration:—



Private Barge of the Grand Seignior, Turkey.

There are also barges of a smaller kind for the use of admirals and captains of men of war; but these are not ornamental, although so manned and rowed as to give respect to the commander. The admiral's barge is indeed a mere boat, and not even a very large one, it being requisite that it should be hoisted into and out of the ship to which it belongs.

The second class of barges or those used for the conveyance of goods are much varied in character. We shall first allude to the *coal barge*, which is in reality a *lighter* or a flat-bottomed barge, without either deck or sails. It is therefore only in common language that the term barge is applied to this vessel; it is moved forward by long oars or *sweeps*, and in canals and rivers mostly towed along by horses. Lighters are used for the transport of goods from ships to the shore, or to places higher up the stream, where sails would be an incumbrance.

The Thames sailing barge is a vessel of common occurrence; its peculiar character will be seen by the squareness and sloping off of the heads of the vessel, and by the large rudder. The character of the sails will show itself in the cut.



River Thames Barge.—No. 1.

It will be easily imagined that the Thames barge is not adapted to pass under bridges or through canals; we therefore see higher up

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the stream barges of a different character, the hull indeed resembles the last, but the mast and rigging are very different. The former lets down by means of the tackle at the end of the mainstay, and which is seen just over the head of the vessel; besides which, as will be readily seen below, there is no topmast, and no sail over the stern. Its other sails are also very different. These barges are seen in most of our canals and rivers towed along by horses, and laden with coals, corn, or other articles.



River Thames Barge.—No. 2.

A barge of another character is seen in the following cut:—It is to the Germans what the coal barge is to us, and may be seen in ports and rivers of Germany in great numbers, conveying goods to and from shipping, and commodities from one part of the country to another.



German River Barge.

Numerous other vessels are called indiscriminately barges and boats; for these see their individual names.

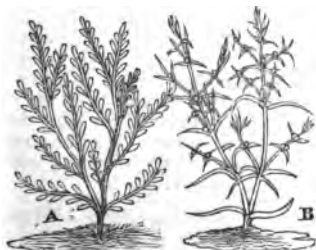
BARIGA. A certain raw silk brought from the E. Indies.

BARILE. An Italian and Sicilian liquid measure, varying in quantity at different places from 7 to 16 imp. galls.

BARILLA. (*Soda* Da., Du., Ger., Lat., Eng. *Sonde*, *barilla* Fr. *Barriglia* Ital. *Solda*, *barrilha* Por. *Sosa*, *barrilla* Spa, Sw.) Impure carbonate of soda, found native in Hungary and Egypt, but which is chiefly

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procured by burning the ashes of sea plants. All sea weeds indeed, as well as those growing in salt marshes, and on the shores washed by the tide, yield this alkali; but those plants which yield it in the greatest abundance are different kinds of *fucus*, (see *Kelp*), and the *salsola soda*, and the *salsola kali* which yield the best barilla. The plants named, and which are shown annexed, are grown in very considerable quantities along the E. and S. shores of Spain.



A, *Salsola Kali*. B, *Salsola Soda*.

The plants are gathered in September, dried and burnt in furnaces heated so as to bring the ashes into a state of imperfect fusion, when they concrete into hard, dry, cellular masses of a grey color. Sicily and Teneriffe produce good barilla, but inferior to that of Alicant and Carthagena. Prime quality in barilla is to be ascertained by its strong smell when wetted, and by its whitish color; its use is in soap making, bleaching, and the glass manufacture. The duty is now 5s. per ton.

BARINA. A kind of silk.

BARK. A ship.—See *Barque*.

BARK. The covering of trees and plants. Bark is of a variety of sorts and uses; some kinds are used in tanning, as the oak bark; others in dyeing, as the walnut, quercitron, &c.; others in medicine, as Angustura, quinquina or Jesuit's bark, cascarilla, &c.; others grocery, as mace, cinnamon, cassia lignea, &c. That of the cork tree is manufactured into corks, and that of the lime tree into cordage and mats, known as bast. (See these various names.) Also in the E. and W. Indies, South Seas, &c., a kind of cloth is made from the bark of a tree, which, when stripped from the trunk, macerated in water, and beaten, breaks into numerous crossing fibres like lace, and hence called the lace bark tree, *Lagetta lintearea*.

BARLEY. (*Orge* Fr. *Gerste* Ger. *Orzo* Ital. *Cebada* Sp. *Byg* Dan. *Biugg* Swe. *Hordeum* Lat. *Cebada* Por.) A species of corn, grown in the south of England, as the food of horses, and for fattening pigs and poultry; but in more northern parts, in Wales, &c., as food for people. There are many varieties of barley, distinguished either by the time of sowing, as spring barley and

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winter barley, or else by the rows of grain in the ear. Of superior barleys from 2 to 3 bushels of seed being sowed to the acre produce from 30 to 60 bushels, weighing upon the average 50 lbs. per bushel, though it is evident that much depends upon the weather. In this country its principal value is for malting. The common barley has but two rows of grains in the ear. Bigg or bear is a six-rowed barley, preferred in Scotland, although an inferior kind, on account of its ripening well when sown late in spring; 14 lbs. of grain produce about 12 lbs. of flour. The last corn laws (1842) impose a duty per quarter as follows:—When the average price is under 26s. the duty is 11s.; 26s. and under 27s. it is 10s.; 27s. and under 30s. the duty is 9s. per quarter; each shilling increase of price beyond 30s. produces a decrease of duty of the same amount up to 37s., so that if the price be 37s. and upwards the duty will be 1s. only. If brought from the British possessions out of Europe the duty is 2s. 6d.; if the price be under 28s. per quarter, diminishing 6d. upon the increase of every shilling of price until the duty is only 6d. Pearl and Scotch barley is barley deprived of its husks.



A, Common Barley, *Hordeum distichon*. B, Bigg or Bear, *Hordeum hexastichon*.

BARLEY CORN. The ancient unit of English long measure; three ears of wheat plucked from the middle of the ear laid end to end being thought equal to an inch.

BARLEY SUGAR. A preparation of sugar made in long yellow sticks, which were flavored originally with sweetwort or extract of malt, but now flavored with lemon.

BARNACLE. A species of shell fish often found sticking to the bottoms of ships, to rocks, &c. One great use of copper sheathing is to prevent the adhesion of this animal, which when in abundance much impedes the progress of the vessel. It is one of those few fish, the shell of which is in many pieces.

BARONS OF THE EXCHEQUER. The judges belonging to that court.

BARQUE OR BARK. A general name given to small ships; it is however peculiarly appropriated by seamen to those which carry three masts without a mizen topsail. Sailors employed in the coal trade apply this distinction to a broad-sterned ship, without a figure head.

BARRAGE. A kind of linen interwoven with worsted flowers, manufactured at Caen in Normandy, and its neighbourhood.

BARRATRY. Any fraudulent act committed by the master, captain, or crew of a vessel, to the injury of the cargo or ship, such as running her out of her course, sinking or deserting her, embezzling the cargo, running away with the ship, smuggling, leaving convoy or any other offence which may occasion the vessel to be arrested, detained, forfeited or lost. In England barratry supposes a positive injurious act, but in some other countries wilful neglect, gross ignorance or rashness are included in the term. Barratry of most descriptions is punished as a crime. It is one of the losses covered by insurance, and the owner may thus protest himself against the act of the master and sailors appointed by himself.

BARREL. A wooden vessel made by the cooper, of staves bound together by hoops, and closed at both ends: also a measure of capacity for liquids.

A Barrel of Beer is equal to	36 galls.
" Flour or meal	196 lbs.
" Wheat, beans, peas, or rye	280 lbs.
" Barley and rape seed about	224 lbs.
" Malt	168 lbs.
" Anchovies, from	16 to 50 lbs.
" Candles	120 lbs.
" Soap	256 lbs.
" Herrings	32 galls.
" Barilla or potass.	200 lbs.
" Nuts, apples, &c.	3 bus.
" Ship beef or pork	200 lbs.
" Raisins	1 cwt.
" Essex butter	106 lbs.
" Sussex butter	256 lbs.
" Salmon	42 galls.
" Gunpowder	1 cwt.

BARREL BULK. In shipping, a measure of capacity equal to 5 cubic feet; therefore 8 barrel bulk are equal to 1 ton measurement.

BARRICADO. A strong wooden rail supported by stanchions extending across the foremost part of the quarter deck.

BARRIQUE. A French liquid measure, equal in Bordeaux to about 50½ imp. galls.; in Nantes to 52½; in Rochelle 38½; in Rouen 43. In Montpellier the barrique for oil contains only 7½ imp. galls., that for wine 5½ do.

BARRISTER. A counsel admitted to plead at the bar, and there to take upon him the protection and defence of his clients.

BARTER. The exchanging of one commodity for another, called also *truck*. Hence when masters pay their workmen in goods rather than in money, the plan is called the *truck system*. In arithmetic it signifies that

rule by which the value or quantity of one commodity is equalized to a given value and quantity of another. It must be evident that when goods are exchanged for others, they ought to be of equal value; thus if A exchange 20 quarters of corn at 50s. with B for corn at 60s., it is evident that A must receive less in quantity than what he gives, as he gets a better article. Hence the application of the rule of proportion to work out sums in barter; for if the quantity and price of the one article be multiplied together, and the product divided by the other, it will give what is required whether in quantity or price; for it might be requisite to ascertain the latter, as for example, if A require a certain quantity as 40 quarters in return for the 20 he has to part with, the value of the former must therefore be in accordance. In working the sums then in both the above cases the stating and result would be as follows:—

If A 50s. 20 qr. B 60s. 16⅔ qrs.
 " 20 qr. 50s. B 40 qr. 25s.

BARUTINE SILKS. Particular kinds of silk manufactured in Persia.

BARWOOD. A red dye wood brought from Africa, particularly from Angola; the dark red which is commonly seen upon British bandanna handkerchiefs is commonly produced by barwood, saddened by sulphate of iron. The duty is now 2s. per ton. In 1840, when it was 5s., the whole duty collected was £185, showing 740 tons as the quantity imported in that year. The true name of the tree is not known.

BARYTES. A very heavy earthy mineral, which is not found pure in a natural state, but combined either with sulphuric acid, forming sulphate of barytes or heavy spar; or with carbonic acid, forming carbonate of barytes. It is so abundant in some parts of England, particularly around Bristol, that the roads have even been mended with it. The salts of barytes are violent and certain poisons, destroying animals by inflaming the intestines. The sulphate is when pure of a clear white color, and when ground up either with oil or water forms that pigment known to the painter as *constant white*, so called because it does not become altered in tint as white lead does, by contact with sulphurous and other vapors.

BASIN, SALE BY THE. At Amsterdam a public sale made by authority, over which presides an officer appointed by the magistrates. It is so called, because before the lots are delivered to the highest bidder, they commonly strike on a copper basin, to give notice that the lot is going to be adjudged.

BASIN OF A DOCK. The part where the water is confined by double flood-gates. Basin also implies some part of a haven which opens from a narrow channel into a spacious receptacle for shipping.

BASKET RODS. The yearly shoots of one or two species of the willow tree, cut down and tied in bundles, paying a duty when imported of 6d. per bundle peeled, and 3d. unpeeled; such bundles not exceeding 3 feet in circumference at the band which ties them.

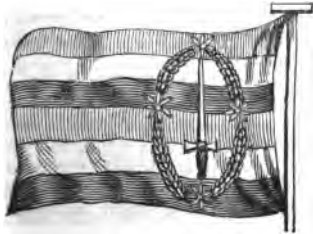
BASKETS. Vessels made of flexible materials, platted together, such as willow rods, slips of wood, rushes, straw, &c. The baskets usually imported are of a fancy class, and pay an *ad valorem* duty of 10 per cent. In the fruit trade baskets are chiefly used, (see *Fruit*) some of them of certain, others of uncertain quantity. Numerous commodities are imported in baskets.

BASSA. A liquid measure of Verona, equal to about 1 imp. gall.

BAST. The inner bark of the lime tree stripped off, beaten, soaked in water, beaten again, and then woven into mats, which are cheap and strong. They are used most extensively by gardeners for covering over their tender plants from frost or other injury; and when separated in strings for tying up the plants of the garden. It comes from Russia in the state of mats, the duty upon which is 5 per cent. Upon bast ropes 5s. from F.C., and 2s. 6d. from B.P. per cwt.

BASTARDS.—See *Sugar*.

BATAVIA. The capital of the island of Java and of the Dutch possessions in the east, is situated on the north west of the island; the adjoining bay affords secure anchorage for vessels of 500 tons burden. A small river and some canals run through the town, which with other causes render Batavia very unhealthy, though it has been much improved lately. The population exclusive of troops is estimated at 60,000. The commerce of Batavia is not only that of the island but of nearly the whole Archipelago, with the exception of the Philippines. Its exports consist of coffee, mace, cloves, nutmegs, rice, tin, sugar, wood, tortoiseshell, bird's nests, (to China,) piece goods, tobacco, cocoa, rattans, salt and treasure, in all 18½ millions florins. Its imports are cotton, woollens, provisions, spirits, wines, opium, lead, copper, steel, iron, India piece goods, Chinese silks, terra japonica, rattans, &c. Many of these things are for re-exportation either to China or to Europe. The flag upon Batavian vessels is as follows:—



The weights used are those of the Chinese. Accounts are kept in the florin or guilder, divided into centimes or 100 parts, represented by a copper coinage of doits. The florin is estimated at 12 to the £ sterling.

BATH STONE. A stonedug out of the quarries upon Charlton Down, near Bath, and used in building.

BATMAN. A weight used in Turkey and Persia, divided into the greater and lesser batman; the former in Turkey is equal to about 157½ lbs. English nearly; the lesser batman is ½ of the greater. In Persia the lesser batman is equal to about 6½ lbs. avoirdupoise, the greater batman is double this quantity.

BATTA. In India, a per centage allowance or agio. Thus the sicca rupee bears a batta or agio of 16 per cent. as compared with the current rupee, 100 sicca rupees being worth 116 current rupees. Batta also signifies a gratuity or bonus given in addition to wages, as for example by the E. I. company to its officers.

BATTENS. Thin pieces of oak or fir nailed to the mast head, and to the midship part of the yards. Battens of the hatches are any long narrow pieces of wood or straightened hoops nailed over the edges of the tarpaulings which cover the hatches to keep all secure. *Tracing battens* are pieces of wood, about 3 inches thick, nailed to the beams of the ship, instead of cleats, to sling the seamen's hammocks to. Battens in the timber trade are deals of various length, but not exceeding 7 inches in width. They are generally excellent timber, being cut from young straight growing trees. They pay a duty of 2s. per load of 50 cubic feet.

BATTEN ENDS. Pieces of batten timber less than 6 feet in length.

BATZE. A small silver coin of some parts of Germany and Switzerland, worth about 1½d. English.

BAVINS FOR FIRE-SHIPS. Small bundles of any sort of brush wood, which is tough and easily kindled, as birch twigs. They are generally 2 or 3 feet in length, have all their bush ends lying one way, the other ends being tied together with small cords; and are then dipped in a kettle of melted composition at the bush ends. The branches are afterwards confined by the band to prevent them from breaking off by moving about, and also to make them burn more fiercely.

BAY. An inlet of the sea coast, between two capes or promontories, where shipping may ride at anchor. Small bays are called creeks, havens, or roads.

BAY SALT. A coarse impure salt, manufactured chiefly in Italy, France, Spain, and Portugal, by evaporating sea water by the heat of the sun in clay pits dug near the shore. It is chiefly employed in the curing of provisions.

BAY LEAVES. The leaves of *Laurus nobilis*, the bay tree. They are used as flavoring ingredients in many culinary processes, and are usually found adhering to sticks of Spanish licorice when imported, being wrapped around them in the first instance to prevent the sticks uniting to each other.

BAZAAR. An eastern market or general place of sale for commodities; some are open for bulky and common commodities, others are inclosed by buildings, in which the finer stuffs and silks are exposed for sale. The word has lately been adopted in England as a general emporium for articles chiefly of a small and fancy kind.

BAZAT OR BAZA. A kind of fine cotton imported from Jerusalem. It is called either Baza or Jerusalem cotton.

BAZENDGES. A vegetable substance, used by the Turks and other eastern nations in dyeing scarlet.

BDELLIUM. (*Astatoon* Arab.) Agum resin, semi-pellucid, of a yellowish brown or dark brown color, according to its age, brittle, of a bitterish taste and strong smell like that of myrrh. It is found in Arabia and Persia, but from what tree gathered is not known.

BEACH. The sea shore or margin of the sea, particularly that part that is dashed by the waves.

BEACON. A post or stake erected over a shoal or sand bank as a warning to seamen to keep at a distance; also a signal post at the top of hills.

BEACONAGE. A small duty paid in some places for keeping beacons in repair.

BEADS. (*Rosaires* Fr. *Rosenkränze* Ger. *Paternosters* Du. *Corone* Ital. *Coronas* Sp.) Small round globules of glass, pearl, precious stones, coral, amber, and other materials, and used as necklaces, and various purposes of ornament. Large quantities are exported from England for the African and Indian markets, and also others of a different kind imported from various places, particularly from Venice. Glass beads and bugles or long beads pay a duty of 3*d.* per lb. All others 15 per cent. *ad valorem*.

BEAD PROOF. Among distillers and vendors of liquors a mode of ascertaining the strength of spirituous liquors, by putting a little in a phial, shaking it, and then looking at the beads or bubbles which are occasioned by the agitation; if these go off quickly the spirit is strong, if not it is either weak or else foul with sugar or other added ingredients.

BEAK HEAD. A small platform at the fore-part of the upper deck in large ships, occasionally for the use of a gun, but more often for the convenience of the men. At the aft part of the beak head is a bulk head, called the beak head bulk head, which incloses the forecastle.

BEAM. In trade, is a term sometimes implying the whole apparatus for weighing.

BEAM. A strong piece of timber; in ships the timbers properly so called extend from one side of the ship to the other, to support the decks, and keep the sides in their places, to which they are firmly attached by means of strong knees, and sometimes by standards. The *beak head beam* is the broadest beam in the ship, and generally made of two breadths dowelled together. The *midship beam* is the longest beam in the ship, being lodged between the widest frames of timber. At about $\frac{1}{2}$ the height from the keel to the lower deck are laid a range of beams to strengthen the hold, and support a platform called the orlop, which contains the cables and stores of the ship; these beams are called *orlop beams*.

On the beam implies any distance from the ship on a line with the beams; thus objects seen opposite to the sides of a ship are said to be on the starboard or larboard beam. *On the weather beam* is on that side where the wind blows. *Before the beam* is an arch of the horizon comprehended between the line which crosses the ship's length at right angles, and some object at a distance before it. Thus if a ship steering W. discover an island on the right three points before the beam, the island must bear N.W. by N. from the ship. *Abeft the beam*, (see *Abeft*.) *Beam Ends*; a ship is said to be on her beam ends when laying down on her side or in a position approaching it, so that her beams are nearly vertical.

BEANS. (*Bonner* Da. *Booner* Du. *Fèves* Fr. *Bohnen* Ger. *Fave* Ital. *Favas* Por. *Habas* Sp. *Boobii* Russ.) Well-known vegetables of the pulse kind, extensively cultivated in fields and gardens. If the seed be imported it pays a duty as follows per quarter. If the average price be under 30*s.*, duty 10*s.* 6*d.*; if 30*s.* and under 33*s.* 10*s.* 6*d.*; diminishing afterwards 1*s.* per quarter, as the price increases to the same amount. If the beans be derived from British possessions out of Europe, at a price under 30*s.* the duty is 3*s.* per quarter; above 30*s.* the duty diminishes 6*d.* per quarter as the price increases 1*s.*; until the price be 34*s.* when the duty is stationary at 6*d.* per quarter. In the former case the duty is stationary at 1*s.* when the price arrives at or exceeds 42*s.* per quarter.

BEAN COD. A small Portuguese fishing boat.

BEAR, BERE OR BIGG. A particular kind of barley.—See *Barley*.

BEAR SKINS AND BEAR'S GREASE. The bear is the largest of that particular class of animals called *plantigrade*, that is such as in walking plant the whole of their feet upon the ground. There are several species of this animal, but those from which the fur and grease is taken, are chiefly the white polar

BEA

bear, the black American bear, and the common brown bear. The hair of the first is white, of the second black, of the other brown, and of all long, silky, straight and soft, used here as a fur for muffs, carriage mats, trimming, &c. The cold countries of Europe, Asia, and America, are the native haunts of the bear tribe; one of those we here allude to is found throughout the whole of north America from the shore of the Arctic Sea to its southern extremity. About 2000 skins are now exported per annum by the Hudson's Bay Company, and thirty years ago, no less than 192,479 were exported from Quebec in one year; added to which it may be observed that the Indians use them instead of blankets and clothing. Where the bear's favorite food is plentiful the animals grow to a large size, and yield a great quantity of oil or grease. Their weight when fat will often amount to 5 or 600 lbs., and their skin be equal in size to that of an ox. Scientifically speaking the black bear is known by having the nose and forehead almost on the same line, and the palms of the feet and hands very short. The bear is hunted chiefly in the autumn as he is then in the finest fur, and highest grease. He is very tenacious of life, and although at liberty will seldom attack man, yet when irritated or wounded is one of the most ferocious animals, and in killing his prey has a peculiarity that renders death by a bear most horrible. Unlike the cat tribe, who kill their prey by attacking a vital part, and wait its death before preying upon it, this animal tears any part it fixes upon, eats the part bitten off, then tears away a second mouthful, and so on until satisfied, keeping its unfortunate victim alive it may be for hours.



Black Bear.—*Ursus Americanus*.

The Polar bear is a still larger animal, inhabiting the Arctic regions in immense numbers, and living upon such marine animals and offal thrown up by the sea as it can collect. In the winter the Polar bear lies for three or four months buried in the snow. The skin is very valuable and ornamental, and to the Esquimaux and people of Labrador, Greenland, &c., an article of considerable

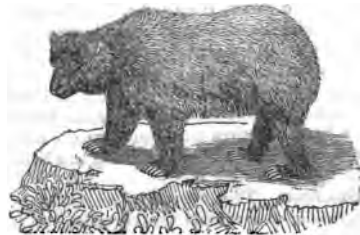
BEA

commercial traffic, besides being their warmest and most favorite garment, and article of bedding. The distinguishing characters of this bear are the great length of the body compared with its height, the length of the neck, the large size of the soles of the feet, and the fineness and length of the hair. The size varies considerably; some have been described as measuring 13 feet long, and weighing 1600 lbs., but the most usual size is 7 or 8 feet, and weight 1000 lbs., though this last depends much upon the season of the year. The fur has the peculiarity already alluded to of the badger, and with much greater force, that it cannot be wetted. Thus the Polar bear, even after a swim of many miles, has but to shake his coat, and he is as dry as when he took the water.



Polar Bear.—*Ursus maritimus*.

The common brown bear is however the most common species, and that whose fur we are best acquainted with. This animal is frequent in the N. of Europe and Asia, so common indeed in Russia, and made so subservient to numerous purposes of defence from the cold, as to occasion this animal to be the type of that nation.



Common Brown Bear.—*Ursus arctos*.

The flesh is savoury; the fat is used as oil, while bear muffs and bear coats are among the most fashionable and comfortable of Russian clothing. In the temperate latitudes, although our ladies are fond of handsome bear-skin muffs, yet the fat of the animal is applied to very different purposes, being in no small request as a cosmetic; and that the public

may duly appreciate the true vendors of this article, it is understood to be necessary to fetch the bear alive, and fatten it with offal in the cellar of the proprietor. Hence there is a very considerable demand for live bears, as well as for the skins of dead ones, though it is more than probable that one veritable bear may impart virtue, and give currency to the lard of 100 hogs. This bear is immediately known by the peculiar form of the head. Bear skins pay a duty of 3s. each if from foreign countries. From English colonies 2s. each.

BEAR, TO. To be seen or move in a certain position, as the Land's End bore E. N. E., that is, it was seen from the ship in a line with the E. N. E. point of the compass. *To bear down* upon an enemy is to take advantage of the wind in approaching him, or being to windward to approach the enemy by sailing large or from the wind. *To bear in with* the land is to sail close to it. *To bear off*, to keep at a distance; also to keep any weight which is being hoisted up clear from rubbing against the sides, as bear off the boat, bear off that cask, &c. *To bear up or away* is to change the course of the ship, in order to make her run before the wind, after she had sailed for some time on a side wind. To bear up seems to have reference to the helm only, as bear up the helm aweather; with respect to any thing else, it is said bear away, or bear down, as we bore away for Torbay, to bear down upon an enemy, &c. Bear a head implies dispatch, make haste.

BEARDING. The operation of clipping, planking, or otherwise diminishing any piece of timber or plank from a given line.

BEARER OF A BILL OF EXCHANGE. A person in whose hands the bill is, and in favor of whom the last indorsement was made. He is therefore the legal holder of it.

BEARING. The situation of any distant object, estimated with regard to the ship's position.

BEATING FLAX, HEMP, &c. An operation performed upon the stalks, after having been soaked for some days in water, in order to beat away the separated skin, pulp, &c., and render more soft the fibres which are left. *Beating*; in bookbinding, denotes the knocking a book in quires on a block, with a heavy broad-faced hammer, after folding and before binding or stitching it.

BEATING. The operation of making a progress at sea against the direction of the wind, in a zigzag line or traverse; beating, however, is generally understood to be turning to windward in a storm or fresh wind.

BEAVER. That genus of animals, from whose fur our best hats are made, consists of but one species, and that one peculiar in its locality, being found only in wild reedy places of cold countries. In Europe it is nearly extinct; in America rapidly becoming so,

although an animal of quick propagation, still in the unexplored parts of that continent, as there are immense tracts of country adapted to the habits of the beaver, there may yet be innumerable multitudes. In a commercial point of view this is a valuable animal. The fur is more beautiful and glossy than almost any other of the same fineness. In dyeing it takes a rich black color, without having its glossiness impaired, it wears well, is not injured by rain, and it readily unites into a strong, though light and flexible fabric, by the operation called felting. From these and other causes the fur of the beaver is a better material for hats than any other known. Accordingly it was very early used for this purpose, and that so exclusively, while beavers were plentiful, that both the English and Latin name of the animal became synonymous for this article of dress. The skin of the beaver is also used for gloves, and sometimes even for shoes, but both are of very inferior quality, the skin of the animal being harsh and porous. There is another part of the beaver which has been used in medicine, though now discontinued, called castor. (*See Castor.*) Other circumstances render the beaver highly interesting, particularly its wonderful instincts and conformation. It is about as large as a moderate-sized dog, but with short legs. It regularly builds for itself at the approach of winter a dam around its habitation, to keep off the floodings of winter; and that habitation itself is made in a most curious manner of sticks, grass, and other substances, and covered with a roof of the same materials, until it is perfectly air-tight and warm. It need scarcely be mentioned that the beaver is assiduously hunted, and some idea may be formed of the number annually killed, and by the relative abundance of the animals at two distant periods, by the fact, that in 1831 there were imported from Canada alone to this country 126,944 skins. In 1840 not more than 70,000 altogether, or rather more than half as many. The duty upon beaver skins is 8d. each from Europe and the United States, and 2d. each from Canada and Hudson's Bay.



, The Beaver.—Castor fiber.

BECALM, TO. To intercept the current of the wind in its passage to a ship, by means of any contiguous object, as a high shore, or some other ship to windward. At this time the sails remain in a state of rest, and are consequently deprived of their power to govern the motion of the ship. A ship may be becalmed also by a complete stagnation of the wind.

BECKETS. Any thing used to confine loose ropes, tackles, oars, or spars, in a convenient place; hence beackets are either large hooks, wooden brackets, or pieces of rope, made with a knot at one end, and a loop at the other.

BED. The resting place of any thing, as the bed of a cask. *Beds*, in ship-building, are thick pieces of timber placed under the quarters, so as to support the bulge or boogie above the deck. The bed is also the greatest diameter in bowsprits, also the bottom of a river is called its bed.

BEE. In ship-building, a piece of elm plank, bolted on the upper end of the bowsprit. There are always two of them, one on each side.

BEE BLOCKS. Two sheaves, which are let into asquare frame to be bolted under the bees at the outer end of the bowsprit; the bolts serving as the axes or pins for the sheaves.

BEECH TREE. This may justly be called one of our most valuable trees, and amongst the largest in dimensions, sometimes rivalling even the oak in size, yet when the timber is small or crooked it is perhaps of all others the most indifferent. Another circumstance is, that scarcely any thing whatever will grow beneath its shade, or the drip of its leaves. The wood in a green state is brittle and hard, but by no means tough like that of the oak or ash. Submersed or kept constantly wet it is very durable, and valuable for water-works. It has also been recommended for the keels and planking of ships, but we think erroneously, as there is no wood more subject to be attacked with dry rot, and eaten by beetles. Exposed alternately to moisture and dryness it soon rots and decays, hence is a bad wood for posts, rails, or weather boards for buildings. In England a great proportion of common furniture, such as chairs, tables, bedsteads, &c., which are usually stained in imitation of mahogany, or dyed in the manner of rose and other foreign woods, are made of beech. It is also used for panels of carts, and many purposes of joinery and turnery, as for the manufacture of planes, screws, wooden shovels, bowls, common musket stocks, wheel-work, &c. As a wood for fuel beech is superior to that of most other trees. It evolves much heat, and burns with a clear flame, in a fresh as well as a dried state, and in both these respects is only inferior to the sycamore and the ash. The charcoal it pro-

duces is also of excellent quality, and its dried leaves, which retain an agreeable scent of green tea, are much used upon the continent for the filling of ticking for beds. The fruit of the tree is called *mast*, and is a kind of double triangular nut. They contain a sweet oily kernel, and is a favorite food with many animals. In France an excellent oil is expressed from them, called beechen oil, useful for domestic purposes, and for burning in lamps.



Beech Tree.—*Fagus sylvatica*.

BEECH OIL.—See *Beech Tree*.

BEEF. The duty upon beef, whether fresh or salted, is 8s. per cwt. from F. C., 2s. from B. P. The former was until last year prohibited. Immense quantities of this article are salted, and made up in tierces, barrels, and half barrels in all the sea-ports of Ireland, for exportation. The carcasses are cut up in pieces of about 8 lbs. weight each. These are rubbed over with salt brought from Cheshire through Liverpool, with a proportionate quantity of saltpetre; and after lying a few days in the salt are packed into the casks along with salt. The casks being headed up brine is poured into the bung-holes till completely full, when they are ready for shipping; the same process is pursued with pork. A tierce of Irish beef weighs 304 lbs. A barrel 200 lbs., and a half barrel 100 lbs.

BEEF WOOD. A highly ornamental wood, the produce of a large tree growing in New South Wales, not known however accurately by name. It is shipped in logs of 9 or 10 feet long and a foot in diameter. The color is a light red, marked with darker streaks, but not so beautiful as mahogany. It is used for inlaying articles made of commoner woods, but as this style of decoration is now out of fashion, its consumption is extremely small, so small indeed that none was imported

during either the last or foregoing year. The duty is 5s. per ton.

BEER AND ALE. (*Bière* Fr. *Bier* Ger. *Oel Da. Birra* Ital. *Pirvo* Russ. *Cerveza* Sp.) The fermented infusion of malted barley, flavored with hops, constitutes those common beverages called ale, beer, porter, table beer, &c., but there are many beverages of inferior quality to which this name is given, such as spruce beer, ginger beer, &c., all of which consist of a saccharine liquor, partially advanced in the vinous fermentation, and flavoured with peculiar substances. The use of any drugs or any other articles as flavoring ingredients, or as substitutes for malt and hops, are expressly forbidden by 56 Geo. III, c 58, which inflicts a penalty of £200 upon a brewer, dealer in, or retailer of beer, so offending; also no chemist, druggist, or other person, shall knowingly sell, send, or deliver to any brewer, retailer, &c., nor to any other person in trust for such brewer, &c., any coloring; except unground burnt malt, nor any adulterating drug, under a penalty of £500. Neither is a brewer, by the statute 1 Will. IV, c 51, allowed to have on his premises any unmalted grain, under the penalty of seizure, and a forfeit of £200. Previous to 1823 there were only two sorts of beer allowed to be brewed in England: viz. *strong* beer and *small* beer. By an act then passed an *intermediate* beer was allowed, but this not being suited to the public palate was soon disused. Ale and beer may now be brewed of any strength; it passes from the brewers either immediately to the consumer, to the dealer who sells it again by commission or in wholesale quantities, to the publican, and the beer shop, on whose premises it is retailed. Since the abolition of the beer duties, in 1830, the regulations for the manufacture of beer are very few and simple, and consist only in taking out a licence, making entry of the premises, and abstaining from the use of any article other than malt and hops, and of course water, in the preparation of the beer. A brewer using any place or mash tun for the purpose of brewing, without having made an entry thereof at the nearest excise office, forfeits for every such offence £200; and all the worts, beer, and materials, as also the utensils are forfeited, and may be seized by any officer. Brewers obstructing officers shall for every such offence forfeit £100, (1 Will. IV, c 51.) The process of making beer and ale may be very briefly described:—The malt is bruised in a mill; it is then placed in a mash tun, and water heated to about 145° in summer, and 160° in winter, poured upon it. The whole is well roused up, covered over, and suffered to soak for an hour, or hour and a half; during this time much of the starch of the malt is converted into sugar. The clear

liquor or wort as it is called, is then run off by a tap below. This is pumped into the copper, and made to boil directly, while a second supply of water is poured upon the malt in the tun; this is of the temperature of about 200°, and rests an hour before it is drawn off. The same process is repeated with more water, either that the whole workings may be mixed together for beer of a medium strength, or each kept separate for strong, intermediate, and table beer. When the worts are placed in the copper, the requisite quantity of hops is added; the boiling is continued for two, three, or more hours. When boiled enough the beer is drawn off through sieves into the hop back, whence it is pumped into the coolers, where it is cooled as quickly as possible to about 60° of heat, which in a common cooler will take from three to sixteen hours according to circumstances; the quicker however the better. The beer is then passed into the fermenting tuns, called gyle tuns; yeast is added, soon the whole ferments, and becomes clear and spirituous; in fact it becomes beer, and only requires further to have the yeast taken off, and to be poured into casks. The consumption of beer in the United Kingdom is immense, and the exportation of it to India and to America is very considerable. The duty hitherto, until lately, having been £2 13s. per barrel, has acted nearly as a prohibition upon the importation; it is now reduced to £2 per barrel.

BEER LICENCES. Those who brew or sell malt liquors are required to take out yearly licences for that purpose. A brewer's licence is proportionate to the quantity he brews; 10s. 6d. is an introductory charge, and a surcharge extra upon not exceeding 20 barrels, 10s. 6d.; 50 barrels, £11s.; 100 barrels, £1 11s. 6d.; 1000 barrels, £2 2s.; 2000 barrels, £3 3s.; 5000 barrels, £7 17s. 6d.; 10,000 barrels, £15 15s.; and so on upwards. If a brewer sell his beer retail he pays £5 10s. 3d. yearly licence, in addition to the above. Beer and ale dealer's licence £3 6s. 1½d. yearly. Publicans rated under £20 per annum, £1 2s. 0½d.; above that rating, £3 6s. 1½d. Keepers of beer shops, where the beer is to be drunk on the premises, £3 3s.; if not to be drunk on the premises, £1 1s. Persons also applying for a licence for a beer shop must bring approved certificates of good character.

BEER'S WAX.—See *Wax*.

BEET. The red beet (*Beta vulgaris*) is a plant well known as a culinary root used in salads, and eaten either cooked or raw. Soaked in spirits of wine it forms a beautiful varnish, is used as a pickle, preserved as a comfiture, made a substitute for coffee, and yields a sugar equal to that of the cane. There are several varieties. Another species (*Beta cicla*)

is used as a spinach plant, and in foreign agriculture for the production of sugar. The roots are first cleansed, pared and scraped; then they are taken to a particular machine, where they are subjected to the action of various graters, which reduce the roots to a pulp. This pulp falls into a trough beneath whence it is shovelled into small bags, these bags are placed upon flat hurdles of wicker work, and piled up upon another, a hurdle and bag alternately, in an hydraulic press. Upon pressure being applied, the juice flows over the edges of the wicker work, and falls into a tray beneath, whence it is conveyed by a pipe to a boiling cistern. The juice has then 1 lb. of slacked lime added to every 88 gallons, and the whole is boiled for a little time; it is then drawn off, filtered and boiled again in an oblong pan till thick as oil. The fire being damped the syrup is rapidly drawn off, poured into copper receivers, which contain a good bed of bone black, or animal charcoal. Filtering through this the syrup becomes lemon-colored. It now only requires to be concentrated by boiling. The produce of sugar is about a twentieth part the weight of the roots; it is a very fair, large grained sugar.



White Beet.—*Beta cicla*.

BELAY TO. To fasten a rope by winding it several times round a cleat, belaying pin, &c. This word is chiefly applied to the running rigging, there being several other expressions used for large ropes, as biting, bending, &c.

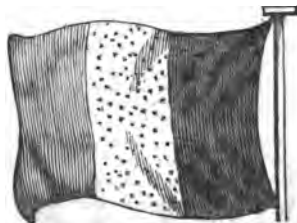
BELAYING PINS. Ashen pins made in a lathe and resembling in appearance a constable's staff; they are 16 in. long, and 1½ in. in diameter at the upper end, which is turned as a handle. Belaying pins are also of iron of various sizes.

BELFRY. The shelter under which the ship's bell is suspended.

BELFAST. The largest town in the north of Ireland, and the grand emporium of the extensive linen trade of that country. Besides the great exports of that commodity to this country, oats, oatmeal, butter, and salted provisions are also sent in large quantities, the whole amounting to £3,000,000 or more

annually. Belfast Lough forms a noble and secure bay to the town, and though the channel at the mouth of the Lagan was originally rather shallow, it has been so deepened by art that vessels drawing 13 feet water can come close to the wharfs.

BELGIUM. This is a large fertile now independent country, situated between Holland and France, with the former of which countries it was united until the year 1830. Its chief towns are Brussels the inland capital, Antwerp and Ostend its principal ports; the former of which is in the extreme north of the kingdom. (See *Antwerp*.) The population is about 3½ millions, and the extent of the country in square miles 11,300. The government is a constitutional monarchy, with a senate and house of representatives, the members of both chambers being elected by those citizens who pay not less than 20 florins, (3*s.* 3*d.*) in direct taxes. The country is level, and for the most part the same agricultural productions grown as are common here. Iron, lead, manganese, calamine, sulphur, alum, stone, slate, marble, and fine clay are abundant, as is also a fine character of coals. In manufactures Belgium has lately made rapid progress, particularly in black and other woollen cloths, cotton goods, silk, lace, ribbands, cutlery, hosiery, and other minor articles. Internal trade is much assisted by the fine rivers the Meuse and the Scheldt, and numerous canals and railways. The exports to England are oak bark for the tanners, seeds, linens, lace, hops, wines, &c. The import trade comprises chiefly Indian produce, especially coffee, tobacco and cotton. They take also much British manufactured goods, and vast quantities of wool from the interior of Germany. (For monies and other particulars, see *Antwerp*.) The national flag of Belgium is tricolored in perpendicular stripes, the colors being black, yellow, and red.



BELL, STRIKE THE. The order to strike the clapper against the bell as many times as there are half hours of the watch elapsed; hence sailors say, it is two bells, three bells, &c., meaning that so many half hours of the watch have passed.

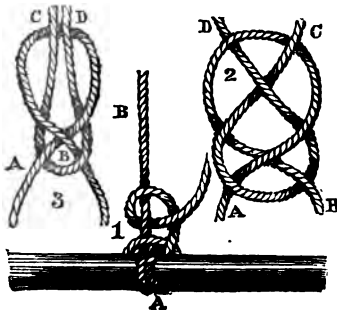
BELL METAL. An alloy of copper and tin.

BEN, OIL OF. This oil is obtained from the seeds of a tree, growing in the Indies,

Ceylon, and Egypt, called *Moringa oleifera*. The fruit is a three-sided pod, full of three cornered seeds the size of large peas, and covered with a thin, soft, pale grey shell. They contain a white, oily, sweet-tasted kernel. To obtain the oil the seeds are first deprived of their skin, and then submitted to great pressure. A cwt. of the seeds yields about 25 lbs. of oil, which is sweet, scentless, and scarcely under any circumstances does it become rancid. At a low temperature it separates into two parts; the one solid and the other liquid. The watch-makers use this liquid part, in preference to any other oil, for the pivots of watches, clocks, &c. The duty is 20 or else 10 per cent., according to the place whence it is brought.

BENCOOLEN. The principal English settlement on the W. coast of Sumatra, and to which all the others are subordinate, is in E. long. $102^{\circ} 28'$, and S. lat. $3^{\circ} 48'$. This settlement is subordinate to Bengal. The port regulations require a manifest, specifying the marks, numbers, and prime cost of the various articles, to be lodged at the custom-house before any goods are allowed to be landed. This must be attested before a magistrate. Provisions are dear and water bad. Accounts are kept in Spanish dollars, called piastres, and their subdivisions. The Spanish dollar is here always valued at 5s. The weights are mostly English.

BEND. A knot by which one rope is fastened to another, or to an anchor; hence to bend is to fasten one rope to another. Also bending a sail is to fasten it to the yard or stay. The bends have various names, according to the manner in which they are made; the chief of which are the fisherman's bend, the Carrick bend, and the sheet bend. The *fisherman's* bend is shown in Fig. 1, and is made thus:—With the end part of a rope take two turns round a spar A, a half hitch round the standing part B, and under the turns A, then another half hitch round the standing part B; this is used for bending the studding sail halyards to the yard. To make a *Carrick* bend:—Lay the ends of a rope A and B, (Fig. 2;) then pass it through



the bight under D, and up through the bight C. To make a *sheet* bend:—Pass the end of a rope A, (Fig. 3,) through the bight of another rope B, then round both parts of the rope C D, and down through its own bight. Bends are also small ropes, used to confine the clinch of a cable. In ship-building the bends are the thickest and strongest planks in a ship's side, on which men set their feet in climbing up; they are also called wales or wails. They are reckoned from the water upwards, and are distinguished by the titles of the first, second, and third bend; they are the chief strength of a ship's sides, and have the beams, knees, &c. bolted to them.

BENCH.—See *Board*.

BENGAL. The most important presidency of British India, comprising the eastern portion of the country. The chief town is Calcutta, to which we refer for particulars of its productions and commerce.

BENGAL STRIPES. Glingsams; a kind of cotton cloth woven with colored stripes.

BENZOIN OR BENJAMIN, OR FRANKINCENSE. A gum or rather resin used chiefly in perfumery. It is extracted by incision from the trunk and branches of the *Styrax benzoin*, which grows in Java, Sumatra, Santa Fè and in the kingdom of Siam. The resin readily hardens in the air and comes to us in brittle masses, whose fracture presents a mixture of red, brown, and white grains of various sizes. It has an agreeable smell, particularly when burnt, hence it is used in incense and fumigating pastiles. It is also used in medicine, and in the composition of various varnishes. It is more important as an article of commerce than any other resin, even than camphor. It is distinguished into three sorts, and is valued according to its whiteness and purity. The import of benzoïn is not less than upon an average 35,000 lbs. per year. A great part of this is, however, re-exported to Germany, Italy, &c.

BERBICE. A British colony, situated on a river of the same name in Guiana, on the N. E. extremity of S. America. The mouth of the river is in N. lat. $6^{\circ} 20'$, and W. lon. $57^{\circ} 11'$. Berbice is considered a West-India settlement, but the Dutch proprietors are allowed to export their produce direct to the Netherlands in Dutch bottoms, paying the same duties as the British. Its exports are coffee and cotton, particularly the former.

BERCHEROIT, BERQUET OR BERKOWITZ. A weight used in all the Russian dominions = about 364 lbs. avoirdupoise.

BERCOVITZ. A Russian weight, containing 10 poods, and is equal to about 360 lbs. avoirdupoise.

BERGAMO. A coarse kind of tapestry, manufactured with several sorts of spun thread, and flocks of silk, wool, cotton, hemp or hair. Rouen and other parts of Normandy manu-

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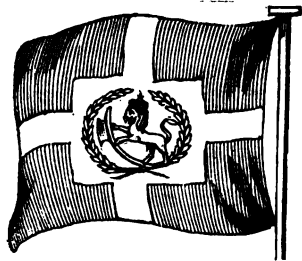
fuactre the greatest quantities of this article, which much resembles our coarse druggets.

BERGAMOT. A fine essence or essential oil, produced from a species of citron, and used in perfumery. The duty is 1s. per lb.

BERGEN. One of the capital cities of Norway, and that one of most commercial importance. It is situated at the bottom of a deep bay in lat. $60^{\circ} 24' N.$ and long. $5^{\circ} 20' E.$ Population 21,000. The water of the bay is deep, but full of rocks, and of intricate navigation. The chief trade is in fish, of which immense quantities are exported; dried cod fish, called stock fish, is exported to the amount of 184,000 barrels yearly, and 250,000 lobsters are taken yearly off the coast. Whale oil, skins of deer, sheep and goats, hides of oxen, tar, and a small quantity of deal timber, are among its other principal exports. Its imports are chiefly grain from the Baltic; salt, hardware, coffee, sugar, &c., from England. The houses are miserable and mostly of wood, and so little productive is the land around, that a vessel arrives from Amsterdam weekly with garden vegetables for the use of the inhabitants, the principal of whom are Dutchmen.



The ships of Bergen carry the following flag:—



BERLIN BLUE. Prussian blue.

BERLIN PATTERNS. Patterns painted in innumerable colors in squares or stitches, upon paper printed with cross lines, and intended to serve as designs to regulate the working of wool embroidery, chiefly for

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ladies' amusement, the cross lines of the pattern representing the threads of the canvass upon which such work is executed, and the squares of color showing the position and tint of Berlin wool which is used for the purpose of filling them up. The paper patterns pay a duty of 5 per cent. If the patterns are on canvass, either wholly or partly worked, the duty is 20 per cent.

BERLIN WOOL. A fine fleecy kind of woollen yarn, dyed of an infinite variety of colors, and used for ladies' work, particularly netting, and the working of ornamental patterns and designs.

BERMUDAS OR SUMMER ISLANDS. A cluster of small islands in the Atlantic Ocean, forming a part of the West Indies. They are low, flat, of coral formation, and have been in the possession of the English since the year 1612. Almost their only produce is arrow root and a particular kind of cedar, which last is valuable in ship-building. St. George is the largest island, and lies in N. lat. $32^{\circ} 12'$, and W. lon. $64^{\circ} 40'$. The following is the colonial seal of the Bermudas:—



BERRI. A Turkish road measure = 1826 English yards.

BERRY. Any small fruit or rather pulpy seed. Truly speaking then grapes, currants, &c. are berries, yet in commerce the term is much more limited; those berries used as food having very different fiscal regulations to those used in the arts, and which last are alone understood officially as berries. They are juniper berries, French or Avignon berries, Turkish or yellow berries, and Persian berries. (See these terms.) All berries of whatever nature they may be pay a duty of 1s. per cwt.

BERTH, BIRTH. A nautical word for situation or station; as that ship has a good berth in the port, that man has a good berth for his hammock; that purser has a profitable berth, and so on. Berthing a ship's company is the allotting them each their station. Also berth signifies a room set apart for the occupation of a particular individual, as the lieutenant's berth, the midshipman's berth, &c.

BERYL OR AQUAMARINE. A common jewel stone of a light bluish green color, sometimes yellowish, and of moderate price; a variety of the emerald, the word emerald

BET

being applied to all which are of a fine green color; the word beryl to the same species of stone when of an inferior tint. Beryls are found in India, Peru, Brazil, France, Ireland, Scotland, and many other places. The duty upon their importation is 10 per cent.

BETEL. A compound substance made of the nut of the *Areca catechu* a species of palm tree, mixed with a little chunam, (which is lime made of shells,) and sometimes a little terra japonica, the whole wrapped up in a leaf of the betel pepper. It reddens the saliva, gives a bright hue to the lips, and in course of time renders the teeth quite black. It is an article of almost universal consumption throughout the central and tropical parts of Asia, the inhabitants of both sexes and all ages being continually eating it; in consequence it is an article of considerable commerce in eastern countries, and is particularly grown in Malabar, Ceylon, and Sumatra. So extensive is this trade that no less than 695 tons of betel nuts have been imported into Bengal in one year, and into Canton 2894 tons in the same time, although the areca palm is very common in both these places.

BETEL PEPPER. In the preparation of betel, it appears that the leaf of a peculiar species of pepper is of more consequence than the areca nut, which is joined with it, as the inhabitants of Sumatra and Malay often chew the pungent leaves of this plant sprinkled over with chunam without the slices of areca nut, which among richer people is given with it, the object of the oleaginous nut being chiefly to temper the pungency of the pepper and lime. Its use may be traced to very remote antiquity, and in most of the east, large and luxuriant plantations of betel pepper are very frequent. It is a climbing plant, with broad, dark green, and large veined leaves, with long fruit. It grows in the greatest perfection in rich soil, and under the equator, in the very hottest regions.

BETTELEES. A species of muslin manufactured in Bengal.

BETWEEN DECKS. The spaces from one deck to another extending the whole length of the ship.

BENZANS. Cotton striped cloths of Bengal.

BIA. A name given by the Siamese to those small shells which are called oowries throughout almost all the other part of the E. Indies.

BIBBS. Brackets made of elm plank, bolted to the upper part of a mast to support the trestle trees.

BIGHT. The double part of a rope when it is folded in contra-distinction to the end, as her anchor hooked the bight of our cable, that is, caught some part of it between the ends.—See *Bend*.

BIGHT OF LAND. A space of sea lying between a peninsula on one side and the mainland on the other, and is of less extent than a gulf.

BIL

BILANDER. A small merchant vessel with two masts. It is particularly distinguished from other vessels of two masts by the form of her mainsail, which is bent to the whole of a yard hanging fore and aft, and inclined to the horizon in an angle of about 45°, and hanging immediately over the stern, while the fore end slopes downward, and comes as far forward as the middle of the ship, the foremost lower corner called the back, being secured to a ring bolt in the deck, and the aftmost or sheet to another in the taffrail. There are now few vessels of this description.



BILBOA OR BILBAO. A town of Spain, with a good harbour, seated on the navigable river Ibaicabal, which flows into the bay of Biscay. The principal exports are wool, oil, chestnuts, and sword blades.

BILBOES. Long bars or bolts of iron, with shackles sliding on them, and with a lock at the end, used on some occasions to confine the feet of the prisoners; hence said to be put in irons.

BILGE OR BULGE. That part of the floor of a ship on each side of the keel, which approaches nearer to a horizontal than a perpendicular position, and on which the ship would rest if laid on the ground. When a ship receives an injury in this place she is said to be bilged.

BILGE WATER. The water which occasionally enters the lower parts of the hull of a ship, which running down lodges in the floor or bilge, until pumped out. It is, if the ship do not leak, of a dirty color, and has a very disagreeable smell.

BILL. In law, is a declaration in writing expressing either some wrong done against a person, or against a statute law; as we say, a bill in chancery; to file a bill against an aggressor, &c. Acts of parliament are also called bills, especially before they have passed; thus to bring in a bill and to pass a bill through parliament are common expressions. We

BIL

speak also of the Reform Bill, the Corn Bill, &c. A bill in trade, both wholesale and retail, as also among workmen, signifies an account of goods delivered for or on account of some one, or work done. *Bill*, in seamanship, is the point at the extremity of the hook of an anchor.—See *Anchor*.

BILL, BANK.—See *Bank Bill*.

BILL BOOK. Two books by this name are usually kept by merchants, wherein to record every necessary particular relative to the bills of exchange which they receive or accept; hence the books are called *bill payable book*, and *bill receivable book*. They each contain the number of the bill, (if numbered,) when received or accepted, on whose account, folio dr. or cr., drawer, drawee, to whose order, where payable, date of bill, term, when due, sum, when and to whom paid; for which purposes the books are usually ruled in columns.

BILL, INDIA. A bill drawn by a person in the East Indies on the East India Company, and payable at the India House in London.

BILL, NAVY. A bill issued by the navy board in payment of stores, &c. for the royal navy, at 90 days after date, and at an interest of 3½d. per cent. per day.

BILL OF ADVENTURE.—See *Adventure*.

BILL OF CONSIGNMENT.—See *Bill of Lading*.

BILL OF CREDIT.—See *Letter of Credit*.

BILL OF ENTRY. A note containing the particulars of goods entered at the custom house, and delivered with certain duplicates to the collector or comptroller of the port where the ship bringing the goods has put in to.

BILL OF EXCHANGE, is a written order for the payment of a certain sum of money unconditionally. He who makes this order is called the *drawer*; he to whom it is addressed the *drawee*, and if he accept it the *acceptor*; he in whose favor it is made is the *payee*. No exact form of words is absolutely requisite, but every bill must have upon it the stamp, date, time of payment, designation of payee, name of drawer, and name of drawee. Bills are called *inland* if drawn and payable in England; *foreign* if drawn or to be paid abroad.

FORM OF AN INLAND BILL.

£100.

London, Jan. 30, 1843.

Two months after date pay to me or my order one hundred pounds for value received.

A. B.

To Mr. C. D., Merchant, Liverpool.

This may be varied by directing that it should be paid to *A. B. or order*; so the time may be *at sight or on demand*, or *so many days after sight*, &c.

BIL

FORM OF A FOREIGN BILL.

£100.

London, Jan. 30, 1843.

Thirty days after sight of this first of exchange (second and third unpaid) pay to C. D. or order one hundred pounds value received and charge to account with or without advice of

A. B.

To Mr. C. D., Merchant, Liverpool.

Payable in London at E. F.'s banking house, Lombard Street.

If a word be fraudulently introduced into a bill to render it invalid, the word will be rejected, and not the whole bill. A mistake in spelling a name will be of no importance, if sufficiently clear to whom it was intended to be paid. If a blank be left for the payee's name, the true holder may insert his own without injury to the validity of the instrument. If made payable to a fictitious person, or even if drawn in a fictitious name, the acceptor knowing this is equally liable for it, and such a bill is good as between the negotiators of it, if they believed it to be a *bona fide* bill. The drawer's name must be distinct, and it has been held that he who signs his name to a stamped sheet of paper, which he delivers to another, is liable on any bill which that person may think fit to draw upon it, and which the stamp is sufficient to cover. Foreign bills are usually drawn in *sets*, that is, copies of the bills are made on separate slips of paper; each part containing a condition that it shall continue payable only so long as the others remain unpaid, a method the adoption of which considerably lessens the chance of losing the bills; hence the cause of the expressions, first, second, and third bill of exchange, as in the above example. Bills are transferable by the mere delivery of them to another party if they are payable on demand; but if a bill be not drawn out as payable on demand, the person who transfers it writes his name across the back of it. (See *Indorsement* and *Acceptance*.) When a bill becomes due it must be presented for payment at the place mentioned, should it not be paid or *honored*, or taken up, as it is called, in the course of the usual hours of the place, it is called dishonored. In the first event, the bill is left and the money given for it, if not the bill is *noted*; that is to say, notice is sent to the party from whom it was received that the bill has not been taken up. Bills are not really due on the day which the writing upon them would indicate, but three days afterwards; such three days are called *days of grace*. In France and many other countries there are no days of grace. A foreign bill dishonored should be protested, and a copy of the protest sent with the notice. (See *Notice* and *Protest*.) Payment of a bill may be enforced by action against the drawee, if he have accepted, and

BIL

against the indorsee; also if the bill have been protested for non-payment, all these parties may be sued at the same time or successively; if a bill be not presented for payment on the day it is due, the acceptor is not exonerated, but all the indorsers are. Bills are illegal, if given without value received; if obtained by fraud or force; if arising out of an illegal act, such as prostitution, gaming, betting, dropping a criminal prosecution, stock jobbing, differences, smuggling, &c. &c.; also if they be drawn upon other paper than that which bears a proper stamp, as under:—

BILL STAMPS, &c			
Not exceeding Two Months after Date, or Sixty Days after Sight.		For any longer Period.	
		s. d.	s. d.
If....£2 0s. and under..	£5 5s...	1 0	1 6
If....£5 5s. & not exceeding £20..		1 6	2 0
Above £20		30..	2 6
" 30		50..	3 6
" 50		100..	4 6
" 100		200..	5 0
" 200		300..	6 0
" 300		500..	8 6
" 500		1000..	12 6
" 1000		2000..	15 0
" 2000		3000..	25 0
" 3000.....		25 0	30 0

The following bills are exempt from duty:—Bills and notes issued from the bank of England; bills drawn under certain statutes for the pay and expenses of the army and navy; bills for less than 40s.; banker's notes and checks; bills drawn abroad or on the sea, except in British possessions where such a stamp is required.—See *Chitty on Bills* and *Smith's Mercantile Laws*.

BILL OF EXCHEQUER OR EXCHEQUER BILL. A security issued by government for loans, contracts, &c., bearing interest at $3\frac{1}{2}$ d. per cent. per day, until paid off.

BILL OF HEALTH. A certificate or instrument, signed by consuls or other proper authorities, delivered to the masters of ships at the time of their clearing out from all ports or places suspected of being particularly subject to infectious disorders, certifying the state of health at the time that such ships sailed. A *clean* bill imports that at the time the ship sailed no infectious disorder was known to exist. A *suspected* or *touched* bill imports that there were rumours of an infectious disorder, but that such were not actually known to be true. A *foul* bill or the absence of clean bills imports that the place was really infected.

BILL OF LADING.—See *Lading*.

BILL OF PARCELS. A description of goods sold, and given or sent with them, in order that when received the goods and their descriptions may be compared together.

BIL

BILL OF RIGHTS. In law, the declaration delivered by the two houses of parliament to the Prince of Orange, Feb. 13, 1688, at the period of his succession to the British throne; in which, after a full specification of various acts of James II., which were alleged to be illegal, the rights and privileges of the people were asserted.

BILL OF SALE. A contract under seal, by which an individual conveys or passes away the right and interest he has in the goods or chattels named in the bill. The property of ships is transferred by bill of sale.

BILL OF SIGHT. A form of entry at the custom-house for the opening and inspection of goods, respecting which the importer desires other information besides that with which he is furnished, and without which he cannot make a proper entry. The bill must contain as full and perfect a description as possible, and a perfect entry made within three days afterwards.

BILL OF STORE. A form of writing or licence granted by the custom-house to merchants and ship masters, to carry duty free such stores as are necessary for the maintenance and necessities of the crew and ship.

BILL OF SUFFERANCE. A licence granted at the custom-house to a captain to allow him to trade from one English port to another, without paying custom.

BILL, VICTUALLING, is a bill issued by the victualling board of a nature similar to a navy bill.

BILLET WOOD. A small wood for fuel, which if imported, must be 3 feet 4 inches long, and 7 inches and $\frac{1}{4}$ in compass. Many of the foreign woods being the produce of small trees are necessarily imported of a size and shape similar to the billet wood above alluded to, hence have necessarily the same name. Thus it is with box, logwood, &c. The size of such billets cannot of course be specified, nor yet subject to fiscal regulations, the more especially as the value is not increased comparatively by size; indeed it depends in the dye woods upon other circumstances. The duty in such cases is levied by weight.

BILLINGSGATE. A market for fish, contiguous to the custom-house in London; it is held every lawful day, and is the great emporium for the whole London fish trade. It was established in 1699 by stat. 10 and 11 Will. III, c 24, and has been lately re-built and rendered more convenient. Every person buying fish in Billingsgate market may sell the same in any other market place within the city of London or elsewhere by retail; with this condition, that none but fishmongers be permitted to sell in any fixed shop or house; hence it is that so many persons keep stalls of fish in the streets, or carry it about in baskets, and so few of the

poorer class attempt to sell it in a shop. No person or persons are allowed to purchase at Billingsgate any quantity of fish, to be afterwards divided into lots or shares, in order to be afterwards put up for sale; nor can any fishmonger engross or buy in the said market any quantity of fish but what may be for his own sale or use, under a penalty of £20. No person is to have in his possession or expose to sale, any spawn of fish, or fish unsizable, not fresh, or out of season.—(36 Geo. III, c 118.)

BILLON. In coinage, a kind of base metal, either of gold or silver, in which there is greatly too much copper mixed, wherefore gold under 12 carats fine is called billon of gold; and silver, when there is less than six ounces of the real metal in a pound of the alloy, is called billon silver. Formerly the term was only applied to gold under 21 carats fine, and to silver lower than 10 dwts. to the ounce.

BIND. A country word for the stalks of hops and other plants.

BIND OF EELS. A quantity consisting of 250, or ten strikes, each containing 25 eels.

BINS. In the alum works is a quantity of alum thrown together in order to drain.

BINNACLE, FORMERLY BITTACLE. A wooden case or box on board ship, which contains the compasses, log glasses, and lights to show the compass at night. There are two binnacles on the deck of a ship of war, the one designed for the man who steers, and the other for the person who superintends the steerage, whose office is called *conning*.

BIRCH. The tree which is known by this name is one of the most elegant which our country produces, and one which braves the coldest and most exposed regions, far beyond where the oak dares to show itself. If the oak be the pride of England, the birch is no less the delight of Scotland. Throughout Northern Europe and Northern America the birch is sufficiently abundant. The timber is white, clean, and of good grain, a most valuable wood for the turner; but it is generally only of small diameter, and when used flat is very apt to warp. It is also perishable when exposed to the weather in confined situations; but when in more exposed ones, as in railings, it lasts better. The twigs of the tree are well known as the material used for country and garden brooms, and when peeled, twisted, and beaten, they form ropes stronger and more lasting than even those of hemp. The bark is firm, durable, and light, and is among the North-American Indians and Canadian hunters, made into boxes, cups, and various other containing vessels, by sewing it together. It is also the principal material of which their canoes are made, and these canoes are not only much lighter than our best-constructed

boats of the same burden, but they are much stronger, and scarcely less handsome.



Birch Tree.—*Betula alba*.

BIRDS. Singing birds when imported pay a duty of 8s. per dozen.

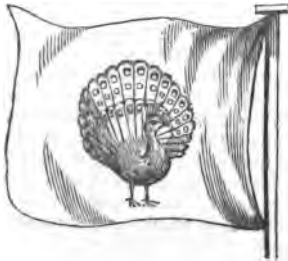
BIRDS' NESTS. An article of very considerable trade among the eastern islands, particularly from Sumatra and Java to China and India, is the nest of a small species of swallow. The nests are indeed considered as the greatest luxury when added to soup, they give it a somewhat spicy flavor, and a strong gelatinous character. The exact nature of the substance composing the nest is not described, but it appears to be formed of a fine clayey earth, mixed with a very gelatinous sea-weed, to which it owes its peculiar character.

BIRD PEPPER. The ordinary term in the W. Indies for the pod from which cayenne pepper is manufactured.

BIRMAH, BURMAH, AVA OR BIRMAN EMPIRE, are of the Indo-Chinese countries; that is one of those lying between China and Hindoostan. It contains two great divisions, Ava and Pegu, and until lately Assam also, which together form a very extensive, hot, and fertile region, watered by numerous rivers, particularly the mighty river the Irrawaddy. Assam now ceded to the English forms its north boundary. On the E. and S. are Siam and Martaban. On the W. the sea and the country of Hindoostan. The area is estimated at 200,000 square miles, and the population at 4,000,000. The capital is Ava. Gold, silver, iron, tin, copper, lead and antimony, are found in the mountains; coal, amber, nitre, salt, building stones, and petroleum or mineral oil, are some of them found in great quantities. Teak trees form forests through-

BIR

out the country, added to which are grown wild or cultivated most Indian produce, and on the mountains several kinds of pulse and grain. Palm-trees are abundant, and the tea-tree covers whole hills of many miles in extent. Rangoon, the sea-port of Birmah, which is the resort of bankrupts and dishonest debtors from India, as much as Boulogne is with similar characters among us, is in the south, situated about 28 miles from the sea, and contains about 20,000 inhabitants. It has a fine port, and is accessible to the largest vessels. The rise and fall of the tide is upwards of 20 feet. Excellent teak ships of 5 or 600 tons burden are built here. The chief trade carried on is with Calcutta; the chief article of export teak timber, very excellent cotton, gold and silver, cateshu, stick lac, ivory, &c. The imports are British cotton manufactures, areca and cocoa-nuts, tobacco, the less costly metals, opium, arrack, rum, earthenware, glass, &c. There is no coin; for small payments lead is used, for larger payments bullion, weighed out of the mass. Accounts are kept in ticals, a tical being a quantity of silver weighing 251 grains troy, and worth about 2s. 8d. sterling. The flag which is used upon Birmese vessels is as under:—



BIRMINGHAM. This very ancient and large town of Staffordshire is one particularly to be noted on account of its manufactures. Though these consist in a great measure of such as individually appear of small moment, yet astonish and dazzle by their number and quantity, when we reflect that half the world are to be supplied with them; such as pins, buttons, nails, steel pens, paper trays and toys, all of which are called by the general appellation of Birmingham ware. There are not wanting however fabrics of greater magnitude, such as fire-arms. Birmingham is in nearly a direct line between London and Liverpool, distant 112 miles from the former, and 98 from the latter, and the uniting point of the two railways by which they are joined.

BIS. Twice, sometimes used in accounts to denote duplicates of folio, entries, &c.

BISMIPOND. A commercial weight of Copenhagen, weighing 12 lbs. avoirdupoise.

BIS

BISMUTH. A metal of a greyish white color, and brittle in texture. It freely mixes with other metals, and induces them to melt at a much lower degree of heat than they otherwise would do.

BIR. A silver coin, common in the British W. Indies, of the value of 5d. English.

BITZ. A nautical term, to hold firmly, as when the anchor is well fixed in the ground, it is said to bite.

BITTS OR BITTS. A frame composed of two strong pieces of timber, fixed perpendicularly in the fore part of a ship, whereon to fasten the cables as she rides at anchor. *To bit the cable* is to put it round the bits, in order to fasten it, or slacken it gradually, which last is called *veering away*. There are other bits belonging to a ship, but they are of a smaller kind used to fasten the top-sail sheets, or the ropes by which the lower corners of the top-sails are extended.

BITTER, implies the turn of the cable that is round the bits. A ship stopped by her cable is said to be brought up to a bitter. The *bitter* end of a cable is that part which remains within the ship when she rides at anchor.

BITTER APPLES.—See *Colocynth*.

BITTERN. In the salt works, the brine remaining after the salt is concreted; this is ladled off, the salt then taken away, and the bitter being returned to the boilers is boiled again.

BITUMEN. Under this name are arranged numerous mineral substances, whose general and characteristic properties are to burn of themselves when lighted and exposed to the air—some of them are fluid, others solid; they are naphtha, petroleum, maltha or seawax, elastic bitumen or mineral caoutchouc, asphaltum, and coal.—See these terms.

BLACK ACT. A perpetual act of parliament, whereby it is declared felony for any person not legally authorized to kill or steal deer, rob a rabbit warren, steal fish out of any private waters, break down the head of any fish-pond, kill cattle, cut down trees, set fire to houses, stacks, barns, wood, &c., or send threatening letters to others demanding money, either anonymously or under a false signature.

BLACK BONE. The charcoal of burnt bones.

BLACK BOTANY BAY WOOD, CALLED ALSO **AFRICAN BLACK WOOD,** is perhaps the hardest, and also the most wasteful of all the hard fancy woods; the billets that are imported are very knotty and crooked, and covered with a thick hard rind. It is excellent for fancy turning, and is preferred for the handles of surgeons' instruments. It grows in Madagascar, is brought thence to the Mauritius in native vessels, and bartered with the English for goods. It appears also to grow in Botany Bay, and is thought to be

derived from a species of tree similar to the walnut. In commerce it is called black wood, and pays a duty of 20s. per ton from foreign countries; 5s. if from a British colony. About 170 tons are imported annually.

BLACK, GERMAN OR FRANKFORT. A charcoal produced by burning the lees of wine in covered vessels, afterwards washed and ground in mills. It comes from Frankfort, Mentz, and Strasburg, either in lumps or powder; and must be chosen moist without having been wetted, of a fine black, soft, friable, light, and with a few shining grains as possible. This black is the principal ingredient used by copper-plate printers for working their engravings.

BLACK, HART'S. That charred matter which remains in the retort after the spirits of hartshorn or volatile alkali is extracted from the horns of the deer tribe.

BLACK, IVORY, OTHERWISE CALLED VELVET BLACK, is burnt ivory or bones, which becoming quite black, and being reduced to thin plates, are ground in water, afterwards to be used as a water color pigment. Ivory black should be chosen tender, friable, and thoroughly ground and washed.

BLACK, LAMP. The soot of burning materials. In England it is prepared at the turpentine houses, from the dregs of the resinous matters which are manufactured there, but the greater part of lamp black is brought from Sweden, &c., where it is made from the refuse left upon making common rosin. The quality of lamp black depends upon its lightness and the goodness of its color. A very fine kind of it has lately been made from coal tar. It is used as a pigment in oil, for printers' ink, and other purposes.

BLACK, SPANISH. Burnt cork.

BLACK AMBER. Jet is sometimes so called.

BLACK JACK. A term applied by miners to certain ores of zinc, called otherwise blende or the sulphuret of zinc.

BLACK LEAD OR PLUMBAGO. (*Potlood* Du. *Mine de Plomb noir* Fr. *Pottloch, Reissbley* Ger. *Miniera di piombo. Piombaggine Corezolo* It.) The well-known substance of which pencils are made; the best is still found in Cumberland, where it gradually decreases in quantity, although the mine is not worked continuously, but only occasionally lest it should be exhausted. Black lead of very good quality has of late years been brought from Ceylon. It is used for black lead pencils, for the making of crucibles, in polishing or rather covering with a shining substance the surface of stoves and other cast-iron utensils, and between the rubbing parts of wooden machinery to diminish friction.

BLACK PEPPER.—See *Pepper*.

BLACK TIN. A denomination given to the tin ore when dressed, stamped, and washed ready to be melted into metal.

BLACKING. An article manufactured of various materials for the blacking of shoes and other articles of leather. The duty was reduced in 1842 from £3 12s. per cwt., at which none was imported, to £1.

BLACKWAD. The name given by the miners of Derbyshire to the black oxyde or ore of manganese.

BLADDERS, pay a duty of 3d. per dozen; about 450 dozen were imported in 1840 at a duty then of 6d. per dozen.

BLADE OF AN ANCHOR. (See *Anchor*.) *Blade of an oar* is the flat part of it, or that which works in the water.

BLANCARDS. A name given to certain linen cloths, because the thread to weave them has been half blanched or bleached before it is used. They are manufactured in Normandy.

BLANCHING. In coinage, the operation performed on the blanks or pieces of silver, to give them the requisite lustre and brightness.

BLANK. In coinage, a plate or piece of gold or silver, cut of the proper circular shape for a coin, but not yet stamped. Also a commercial term for a void or unwritten place left on purpose; for example, a blank letter of attorney is one in which a void space is left to be filled up with the name of the person who is to act. The blank endorsement to a bill is when one only writes his name on the back, leaving an empty space sufficient to write either an order or a receipt.

BLANK ACCEPTANCE. The writing of one's name on stamped paper, designed for a bill of exchange. Such an instrument is equally binding upon the individual so accepting, as if the instrument had been fully drawn before he had affixed his signature.

BLANK CHECK. A check signed but not filled up.

BLANKETS. Coverlids made from wool or hair. Witney in Oxfordshire has long been noted for its blankets.

BLEACHING OR BLANCHING. The process by which various materials and manufactured goods are rendered white.

BLEACHING POWDER. A chloride of lime, made by exposing slaked lime to the action of chlorine.

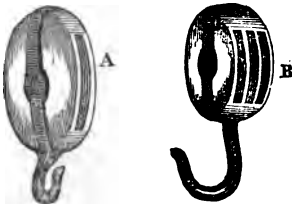
BLLENDE.—See *Black Jack*.

BLINK OF THE ICE. A dazzling whiteness above the horizon, which is occasioned by the reflection of light from fields of ice. This is mostly used as a term among Greenland fishermen.

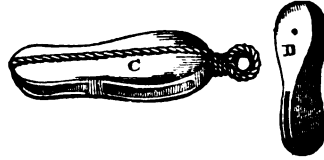
BLISTER FLY.—See *Cantharis*.

BLOCK. A pulley or system of pulleys, mounted in a frame or shell, but considering them as detached from the ropes which run through them. Blocks are composed of three, and generally of four parts, the *shell* or outside is usually made of elm; the *sheave* or pulley on which the rope runs made of metal or lignum vitæ wood; the *pin* or axle

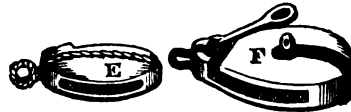
on which the sheave turns of iron, and the *strap*, of iron or rope, by which the block is made fast to any particular station. Blocks contain one, two, three, or four sheaves, and are therefore called single blocks, double blocks, &c. If the strap be of rope, and terminate in a round eye or thimble, it is a *running* block; if fixed to any support by a hook it is a *standing* block. A *cat* block is two or three-fold, with an iron strap, and a large hook to it, and is employed to draw the anchor up to the cat-head. *Clew garnet* blocks are single-sheaved blocks suspended from, and lashed to the ends of the yard by a strap with two eyes; they receive the clew garnets or ropes which haul up the clews of the sail. This term is applied to the main and fore-yard; those blocks applied for the same purpose to the top sails, top gallant sails, and sprit sails, are called *clew line blocks*. *Girt line* blocks are blocks lashed one on each side of, and above the cap of a mast, to receive the girt lines through. *Jear* blocks are two-fold or treble, applied to hoist or lower the main or fore-yards. *Jewel* blocks are two small blocks, which are suspended at the extremity of the main and fore topsail yards, by means of an eye-bolt driven from without into the middle of the yard-arm, parallel to its axis. The use of these blocks is to retain the upper part of the top-mast studding sails beyond the sheets of the fore-sails, so that each of these sails may have its full force of action. *Main-sheet* block is used for the sheet tackle of the main-sail booms of small vessels. *Monkey* blocks are sometimes used on the lower yards of small merchant ships, to lead the running rigging belonging to the sails. A *quarter* block is a double block, with one sheave thicker than the other. *Top* block is a single iron-bound block with a hook, by which it is hung to an eye-bolt in the cap, for reeving the top rope pendant through, when swaying up or lowering down the top-sails. The above blocks have obtained names from the situations in which they are used; the following are the different shapes of them. The first cut beneath shows the *single* block or that with one sheave only, as at A, and the *compound* block, to which there are several sheaves, as at B, and which is the ordinary cat block with its large hook.



The *long tackle* block has two sheaves, placed one above the other, as in Fig. C below. The *shoe* block has two sheaves, and as one part of it is cut contrarywise to the other, the sheaves work at right angles to each other, as in Fig. D; they are seldom



used. The *shoulder* block is a large single block, left nearly square at the upper end, and cut sloping in the direction of the sheave, see Fig. E. A *snatch* block has a single sheave, with a notch cut through one of its cheeks, to admit the rope to be lifted in and out of the block; it is iron-bound, the part of the strap which passes over the notch lifting up with a hinge, as at F; these blocks are used for heavy purposes.—See *Bee Block*, *Bull's Eye*, *Burton*, *Dead Eye*, *Euphroe*, *Heart*, &c.)



Blocks are also pieces of timber placed under a large mast while making, in order to raise it from the ground; also solid pieces of timber placed under the keel of a ship when building or repairing. D blocks are lumps of oak in the form of the letter D, from 12 to 16 inches wide, and 8 or 10 feet long; they are bolted to the ship's side in the channels to receive the lifts, &c.

BLOCK AND BLOCK. The situation of a tackle when the two opposite blocks are drawn close together, so that the mechanical power becomes destroyed, till the tackle is again overhauled by drawing the blocks asunder.

BLOCKADE. In naval warfare, is to place ships before the entrance of a river or port, so as to prevent any vessels from going in or coming out. To *raise a blockade*, is to make such blockading ships leave their station.

BLOND LACE. A lace made partly or wholly of silk, in imitation of thread lace. Large quantities are made in France, Flanders, and especially in England, where it is manufactured not only equal in quality, but much cheaper than that from abroad. The duty is 30 per cent. *ad valorem*.

BLOOD ROOT. A dyeing material produced from the root of the *Sanguinaria canadensis*; the juice of which is of a dark red color.

BLOOD STONE. A dark green flinty mineral, speckled with small red marks, like small

drops of blood; hence the name. It is used for seals, broaches, &c.

BLOCK TIN. Tin cast into blocks or ingots.

BLOOD WOOD.—See *Nicaragua Wood*.

BLUBBER. The fat of whales and other large sea animals, of which train oil is made. This blubber lies between the skin and the flesh, and is over most parts of the whale about 6 inches in thickness, but three or four times that thickness on the under lip. The whole quantity of oil produced is from 40 to 80 cwt. from each fish, according to its size. Sometimes the oil is prepared in the countries near where the animal is caught, but now frequently the blubber itself is brought over in casks; as such it pays a duty of 1s. per ton.—See *Whale*.

BLUE GUM WOOD.—See *Gum Wood*.

BLUFF. High land, projecting almost perpendicularly into the sea, as on our south-eastern coast around Dover, &c.

BLUFF BOW. A vessel is said to be bluff bowed that has broad and flat bows.

BLUFF HEADED, is when the ship has a small rake forward, or one which is built with her stem too straight up. Such ships are opposed to those which are sharp headed; they are shorter and less masted.

BOARD. In public affairs, is applied usually to certain individuals in a collective capacity, who are entrusted with the management of some public office or department. Thus the commissioners of customs, the committee of the privy council for the affairs of trade, the commissioners of excise, &c., when assembled to transact the business of their respective offices, are styled the board of customs, the board of trade, the board of excise, &c. The term board is also used in a more general sense, being applied to any individuals appointed by competent authority to deliberate on or superintend the operations of private companies, as a board of directors; but it signifies at all times that they are or may be seated at their duties, otherwise it is better to use the terms committee, council, delegates or deputies. In judicial affairs, whether civil, naval, or military, the term *court* is used in preference, as a court of justice, "I appeal to the court"; and an assemblage of judges or bishops is called a *bench*. A deliberative portion of the house of lords or commons is called a *committee*. The assembly of the privy councillors, with the sovereign at their head is called the *privy council*.

BOARD. In naval affairs, is the space comprehended between any two places where the ship changes her course by tacking, or it is the line over which she runs between tack and tack, when turning or sailing to windward. *Board, aboard, or on board,* is said of things when within a ship; *to go aboard,* is to enter a ship; *to heave overboard,* is to throw out of a ship; *to slip by the board,* is to slip

down a ship's side; *board and board,* is when two ships come so near as to touch each other or lie side by side; *by the board* over the ship's side, as the mast went by the board, that is fell down sideways; *to make a good board,* is to sail in a straight line when close hauled; *to make short boards,* is to tack frequently; *to make long boards,* to tack seldom; *to make a stern board,* is to lose space by tacking instead of gaining; *the weather board,* is that side of the ship which is to windward; *to board a ship,* (see *Aboard*.) Boards in common language are all timbers cut of a less thickness than deals or planking; as for example, such as is an inch or less thick, and distinguished according to the wood it is of, as beech, elm, fir, oak, &c.

BOARDERS. Sailors appointed to make an attack, by boarding an enemy's ship, or repelling a similar attempt of the enemy.

BOAT. A small open vessel, conducted on the water by rowing or sailing. The construction, machinery, and names of boats are very different, according to the various purposes for which they are calculated, and the services on which they are to be employed. Thus they are slight or strong, sharp or flat bottomed, open or decked, plain or ornamented; as they may be designed for swiftness or burden, for deep or shallow water, for sailing in a harbour or at sea, and for convenience or pleasure. Large ships of war have their *long boat, launch, barge, pinnace, cutters, yawls, gig and jolly boat*. Merchant ships have seldom more than two, the *long boat* and the *yawl*. When they have a third it is generally calculated for the countries to which they trade, and varies in its construction accordingly. Pleasure boats, ferry boats, and fishing boats are numberless. Rather than introduce so long a description here, as the whole of them would require, we prefer to consider them in detail under their various names. See therefore the above words in *Italic*, and also *Canoe, Coracle, Craft, Cutter, Felucca, Fishing Boat, Funny, Gondola, Moses, Peter Boat, Punt, Pilot Boat, Steam Boat, Wherry, Xebec, &c.* By stat. 6 Geo. IV, c 168, all boats must have, under pain of forfeiture, painted on the inside of them on the transom, in white or yellow Roman letters on a black ground, the name and place of abode of the owner; or if a ship's boat, the name of the master withinside, and the name of the vessel and place to which she belongs on the stern outside such boat. Boats made with double bottoms or sides, or otherwise fitted for smuggling or running goods are also forfeited. *To trim the boat,* the order to sit in the boat in such a manner as that she shall float upright in the water, without leaning to either side; *to bale the boat,* is to scoop out the water which may have got in her bottom by leakage or otherwise; *to moor the boat,* is

to fasten her with two ropes at different parts, so that she shall be held steady.

BOAT'S CREW. The men appointed to man any particular boat.

BOAT HOOK. An iron hook with a sharp point at the hinder part. It is fixed on a long pole, by the help of which a person in a boat may either hook any thing to confine the boat in a particular place, or push her off by the sharp point attached to the back of the hook.

BOAT KIDS. Long square pieces of fir, extending across the ship from the gang boards, and on which the boats, spare masts, &c. are stowed.

BOATSWAIN. The officer on board ship who has the boats, sails, rigging, colors, anchors, cables, and cordage committed to his charge. It is likewise his duty to summon the crew to their duty, to assist with his mate in the ordinary duty of the ship, and to relieve the watch when it expires.

BOATSWAIN'S MATE. An assistant to the boatswain. He also generally inflicts all punishment under the direction of the captain.

BOWSTAY. The rope which confines the bowsprit down to the cutwater or stem. It is necessary that this should be always very tightly drawn, as it is the principal stay in keeping the bowsprit downwards, and therefore may be said to be the chief stay which counteracts the force of the wind upon the fore-sail, which has a tendency to draw the bowsprit upwards.

BOBBINS. A kind of small cord of linen or cotton. The common bobbins, made of linen, are for progressive sizes known by the dealer as Nos. 5, 7, 9, 11, 13, 15. Scotch bobbins are of cotton, and imitate the former, and are known by the same numbers. They are purchased wholesale by the dozen and gross, and are usually in papers of two dozen each.

BOBBINS OF FLAX. Bundles of flax usually about 1 cwt.

BOBBIN NET. A kind of net work made by machinery, and generally bearing the character of lace.

BOISSEAU. A French corn measure, equivalent to nearly $\frac{1}{4}$ of an imperial bushel.

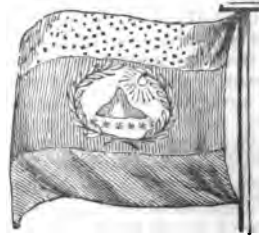
BOHEA. A species of black tea.—See *Tea*.

BOLD SHORE. An epithet applied to a sea coast, signifying steep and abrupt, without exposing a vessel to the danger of being run aground or stranded.

BOLE, ARMENIAN BOLE. A clay-like earthy mineral, generally reddened by oxide of iron. It is used in tooth powder, and to give color to the fish sauce called anchovies.

BOLIVIA OR UPPER PERU. A state of S. America, bounded by N. and S. Peru, Brazil, Paraguay, Chili, the Pacific Ocean, &c. Area 318,000 square miles, and population about 1,000,000, mostly Indians. The chief towns are La Plata, Potosi, and Vera Cruz. The

government is republican, superintended by a president, who is elected for life, and has the executive power. The lower parts of the country are mostly covered with dense forests, the higher parts are the lofty Andes. The products are vast quantities of gold and silver; also lead, copper, tin, sulphur, salt, timber, cocoa, sugar, tropical fruits; also cascarilla, cinchona, copaiba, and numerous other drugs both for medicine and dyeing. The manufactures are chiefly in cotton, woollen and hats. Owing to the badness of the roads and the want of a good port. Cobija being almost the only one, imports and exports are inconsiderable: and what few there are, are such articles as may be easily carried upon mules' backs. The imported goods are mostly brought to the Bolivians from Arica in Lower Peru; they consist chiefly of dress goods and hardware. The flag belonging to this republic is as follows:—



BOLL. A Scotch corn measure, now mostly disused in favor of the imperial measures. The boll differed materially in different counties. The Linlithgow or standard wheat boll, (used also for peas, beans and rye,) was equal very nearly to $\frac{1}{4}$ quarter imperial. The barley boll of the same county, and by which oats and malt were also measured, was equal to nearly $\frac{1}{2}$ of the English standard quarter. The boll is also a measure for flour in Scotland, and is equal to 140 lbs. avoirdupoise or half a sack.

BOLLARDS. Large posts set in the ground on each side of a dock.

BOLLARD TIMBERS OR KNIGHT'S HEADS. Two pieces of timber rising just within the stem of a ship, one on each side of the bowsprit, to secure its inner end.

BOLLOCK BLOCKS, are blocks secured to the middle of the top-sail yards, and receive the top-sail ties through them, in order to increase the mechanical power used in hoisting them up.

BOLSTER. A piece of timber, rope, or other material, placed in various parts of a ship to prevent injury from friction, &c.; thus the piece of timber bolted to the upper and lower cheeks prevents injury from the cable.

BOLT OF CANVAS. The quantity of 28 ells of 5 quarters each.

BOLT ROPE. A rope to which the edges or skirts of a sail are sewed, to strengthen and prevent them from rending; that part of the bolt rope which is on the perpendicular part of the sail is called the *leech* rope; that at the bottom the *foot* rope; and that on the top the *head* rope. To different parts of the bolt rope are fastened all the ropes employed to contract or dilate the sails.

BOMB. A hollow cannon ball, usually called a shell, though the word bomb is retained in *bomb vessel* or *bomb ketch*, which is a small vessel fitted up with mortars for the firing of bombs.

BOMBARD. To attack with shells, rockets, &c.

BOMBARDIER. One who works in bomb vessels and fire-ships.

BOMBAZINE. A stuff made of silk and worsted.

BOND. An instrument or obligation under seal, whereby a person binds himself, his heirs, executors, and administrators, to do a certain act, or pay a certain sum to another at a day appointed, or under certain circumstances. A bond requires no particular form, so that it be signed, sealed, and delivered. There is usually a condition added to a bond, that the penalty shall not be enforced if a certain act be performed; as for example a *baile bond*, where one person enters into a bond to produce another at a particular time, or in failure thereof to pay a stipulated sum; here the condition being fulfilled, the instrument is void. A bond on which neither principal nor interest has been demanded for twenty years is presumed to have been satisfied, though length of time is not a legal bar to its recovery. When there are several persons concerned as obligors, the holder or obligee may sue all of them, but as soon as he has satisfaction from any one, the others are exonerated from liability. Ordinary bonds have the following stamp duties imposed upon them:—

STAMPS ON BONDS.

	£.	s.	d.
If for £50 or under	1	0	0
From .. 50 to £100	1	10	0
" 100 " 200	2	0	0
" 200 " 300	3	0	0
" 300 " 500	4	0	0
" 500 " 1000	5	0	0
" 1000 " 2000	6	0	0
" 2000 " 3000	7	0	0
" 3000 " 4000	8	0	0
" 4000 " 5000	9	0	0

Bonds exempted from duty are those called coast bonds, those for the encouragement of the British fisheries, those of benefit societies, those given by certain dealers, &c. to government for the security of the revenue, as card-makers and auctioneer's bonds, those

given by stationers for stamps, by assessed tax collectors, newspaper proprietors for advertisements, &c. Also an administration bond given by any common seaman, marine, or soldier, who shall be slain or die in the service of his country, or one where the estate shall not exceed £20 in value.

BOND, BOTTOMRY.—See *Bottomry*.

BOND, INDIA. A bond issued by the East India Company, payable at the India House, and bearing interest at 5 per cent. per annum. Such bonds are either for £50 or £100 value each.

BOND, POST OBIT. This is the same in respect to a particular party as a policy of life assurance is to a life assurance company, for it is a contract to pay a certain sum to one party at the death of another, whose name is therein specified.—See *Assurance*.

BOND DUTIES. Certain duties payable at the custom house on the importation of various articles of commerce.

BOND, BONDING SYSTEM, &c. Such goods or merchandize as are lodged in the warehouses under the control of the customs, as a security for the payment of the import duties, or to be held there untouched until re-exported, are said to be *in bond*, and paying the duty upon them is the same as taking them *out of bond*. Warehouses in which these goods are kept are called *bonding* warehouses, and the system of thus securing the revenue is called the *bonding* system. The nature of this important arrangement may be inferred by the following example:—Suppose a merchant import brandies; when the cargo arrives the strength and quantity of each cask is ascertained, and consequently the amount of duty payable upon it is registered. Suppose the merchant have no immediate market for those brandies; if he were obliged to pay the duty upon their arrival he would be out of pocket a large sum in ready money; the interest upon which money would materially affect his profits, and if the liquor was afterwards exported, he would have the trouble and delay of recovering his money as a drawback, whereas upon the bonding system he pays no duty until he positively requires his brandy, and if he export it he pays nothing at all. The consumer is benefitted by a regular and steady market, instead of one fluctuating and uncertain; for it is evident that without such accommodation no one would import expensive and heavily-taxed goods, until there was a market ready open for them, and then all would rush forward to be early in supplying the deficiency; hence a scarcity at one period and superabundance at another would be the inevitable consequence, added to which the importer would not have that opportunity of taking the fair advantage of foreign markets, and his own foresight, as he is justly entitled to.

BONE. The skeleton or harder part of the animal frame, consisting of earthy matter and gelatine, in nearly equal weights. Deprived of the latter by boiling, bones are used for the manufacture of numerous small articles, such as knife handles, toys, tooth brushes, &c. When ground, bones are a common manure, and when burnt they form bone black. As a manure, bones and bone dust are often imported. In whatever state they arrive here, whether burnt or not, they pay a duty of 6d. per ton; but in 1841, they paid £1 per ton; and even at that high duty they yielded a net revenue of £2721.

BONE BLACK.—See *Black*.

BONNET. An additional piece of canvas made to fasten to the foot of the sails of small vessels in moderate winds. It is commonly $\frac{1}{2}$ the depth of the sail it is intended for, and of a length corresponding to it.

BONNY. Among miners, a bed of ore, differing only from a *squat* as being round, while the *squat* is square.

BONTIA. The wild olive of Barbadoes.

BONTANS. A kind of stuff or covering, the ground being cotton, interwoven in stripes with red worsted, fabricated at Canton, on the river Gambia, and forming an article of commerce, being bought up by the Europeans, who exchange them for other commodities with the inhabitants of the other coasts of Africa.

BONUS. A gratuity, allowance, or extra dividend paid to the members of a joint-stock company, out of its accumulated profits.

BOOK. A literary composition, manuscript or printed, particularly such an one as is of sufficient length to form a volume. Printed books are distinguished according to the number of leaves produced from a sheet of paper. Folio is the largest size, of this two leaves or four pages make a sheet; a quarto is half this size; an octavo half the last, or the size of the present book, and has sixteen pages to the sheet of paper; duodecimo has twenty-four pages; octodecimo thirty-six pages, and so on for smaller sizes. These differ also according to the size of the paper. Thus there are royal, demy, and post octavos, and the same with the other sizes. Books are issued from the press either as volumes complete, or in parts at stated periods; hence called periodicals, of which there are now including those published quarterly, monthly, and weekly, about 320. The aggregate circulation of the whole is unknown: but the number sold on the last day of each month, and which is usually called in the trade *magazine day*, has been calculated at 500,000, and their cost £25,000; and the number of parcels dispatched in the same day by the London booksellers to the country is 2000, of which Messrs. Simpkin, Marshall, and Co. send nearly a fourth of the whole number.

The average quantity of books published every year, exclusive of reprints and pamphlets, is about 1400. The declared value of books exported annually is nearly £150,000, of which about half is sent to India and the British colonies. The amount of duty annually paid on foreign books is about £8000. On books of editions printed previous to 1801, the duty is £1 per cwt. Editions printed in or after that year £5 per cwt. Editions of or since 1801, in the foreign living languages £2 10s. per cwt. All English books in which a copyright exists are positively prohibited to be imported if printed abroad, provided the proprietor of such copyright has given notice to the commissioners that such copyright exists.—See *Copyright*.

BOOK DEBT. A debt owing for goods sold and delivered for which there is no other evidence than the books of the creditor. An entry made by a tradesman is not evidence in his own favor; entries made by a clerk or shopman are sometimes evidence and sometimes not. If the person who made the entry be dead, if the handwriting be proved, and it were his duty or custom to make such entries, it is evidence sufficient; but if he be living he must be examined, and the entry is no evidence. If such a person be abroad or at a distant place, it has been held that the entry is no evidence. (*Law of Evidence*.) A person's books are considered evidence against himself in cases where he is the defendant. By stat. 7 James I, c 12, books of a tradesman are not evidence for more than a twelve-month after the date of an entry, unless he have commenced his action upon it previous to that time, or have obtained an acknowledgment for the same. In Scotland three years are allowed.

BOOKKEEPING, is the art of recording mercantile transactions in a regular and systematic manner. The methods of book-keeping most commonly adopted in real business are; 1st, by *single entry*, and 2nd, by *double entry*, or the Italian method. In the mode called single entry, the books usually required are the day book, and the ledger with its index. In double entry numerous books are required, according to a merchant's particular business, but in all cases three are necessary,—the waste book, the journal and the ledger. (See these terms.) All other books are called subsidiary books, of which the following are examples:—the most important of them will be explained under their respective names, the others will declare their own meaning. Bill book, cash book, invoice book, sales book, book of accounts current, book of commissions, book of charges, copy of letter book, ship account book, receipt book, warehouse or stock book, petty cash book, memorandum book, order book, and other books, according to the requirements of

BOO

particular concerns, such as workmans' book, porters' delivery book, and so on.

BOOK, BOUK OR BUKE MUSLIN. A delicate and transparent species of muslin. It is also called in some places wire muslin, from its being stiffened with starch. The origin of the manufacture is derived from India, but book muslins are imitated and made to a great extent in Scotland.

BOOK OF RATES. Nearly the same as a printed tariff, that is a book showing the duties to be paid at the custom-house on the exportation and importation of goods.

BOOK OF TARES. A book showing the allowances made at the custom-house for tare, on the various sorts of merchandize imported or exported.

BOOM. A long pole run out from some part of a ship, to extend the bottom of particular sails. Of booms there are several sorts, as the jib boom, flying jib boom, studding sail booms, ring sail boom, driver or spanker boom, main boom, and square sail boom; the last two, however, are only appropriate to small vessels of one or two masts. The booms are also known as those parts of a vessel where the spare booms are stowed.

BOOM OF A HARBOUR. In marine fortification, is a strong iron chain, fastened to a number of spars or poles, and extending athwart the mouth of a harbour or river to prevent the enemy's ships of war and other vessels from entering.

BOOM, FIRE.—See *Fire Boom*.

BOOMING, denotes the application of a boom to the sails. When a ship is said to come booming towards us, it signifies that she comes with all the sail she can make.

BOOM IRON. An iron formed of one piece, but of the shape of two circles touching each other, like the figure 8. It is employed to connect two cylindrical pieces of wood together, when the one is used as a continuation of the other, such as the jib boom to the bowsprit, and such as the studding sail booms to the respective yards from whose extremities they are prolonged.

BOOT. A well-known covering for the leg and foot. When imported, womens' boots pay duty, if of leather only, 12s. per dozen pair. If trimmed or lined with fur or other trimming, 15s. per dozen. Mens' boots, £1 8s. per dozen. Boys' boots, not exceeding 7 inches in length, $\frac{3}{4}$ that of mens'. Girls' boots of the same length $\frac{3}{4}$ that of womens'. Boot fronts, not exceeding 9 inches in height, 3s. 6d. per dozen pairs; above that size 5s. 6d.

BOOTSTOPPING. The operation of scraping the dirt, &c. from a ship's bottom, or that part of it which is immediately under the surface of the water, and daubing it over with a mixture of tallow, sulphur, rosin, &c.

BORE. Among engineers, the diameter of a hole, as that of a gun or cannon.

BOR

BORACIC ACID. The acid which, when combined with soda, forms the borate of soda or borax. It is extracted from the crude borax of Thibet, and is found in some hot springs near Florence. It pays a duty when imported of 6d. per cwt.

BORAX, chemically called *borate of soda*, is used as a flux for metals, and enters into the composition of some of the colored glass pastes made in imitation of precious stones; but its greatest use is to facilitate the soldering of the more precious metals. It is also employed by the mineralogist in assaying the properties of minerals by the blow-pipe. It is dug up from the lakes in Thibet in great masses, composed partly of large crystals, but chiefly of smaller ones, partly white and partly green, joined together by a greasy yellow substance, intermingled with sand, stones, and other impurities. The rough or native borax, called by the Arabians *tinca*, should be chosen in firm and solid pieces of a greenish color. Refined borax should be chosen perfectly white. The duty upon this last is 5s. per cwt.

BORDAT. A narrow kind of stuff, manufactured in Egypt and several parts of Turkey.

BORDEAUX, is one of the grandest cities of France, and indeed of Europe; situated at about 75 miles from the mouth of the Garonne, which allows the largest vessels to ascend to its port, it exports all the valuable products of that part of France, of which the wine alone amounts to 100,000, and brandy to 20,000 pipes annually. Large quantities of fruit, particularly prunes and almonds, are exported, and Bordeaux carries on a very extensive colonial trade, conveyance to the interior of cotton and other goods being much facilitated by means of the famous canal of Languedoc. The monies, weights, and measures are the same as those of the rest of France. Most of the business of Bordeaux, except that in wines and brandies, is carried on by commission brokers.



BOSTON. The capital of Massachusetts, in the United States, and the largest town of

New England, with a population of about 62,000 inhabitants. It is situated on a peninsular near the bottom of a large and deep bay, being surrounded on all sides by water except on the south, where it is joined to the main land by the narrow isthmus called Boston Neck, but it communicates by means of bridges with Charlestown on the N., and Dorchester on the S. Its trade by native vessels is extensive, particularly coastwise and in connexion with the fisheries. Its foreign commerce is great, more than 1000 ships, of which one-fourth are British, enter the port every year. The imports from abroad consist principally of cotton and woollen goods, linens, hardware, silks, tea, coffee, brandy and wines, spices, dye woods, &c.; while it is dependent upon the southern states of America for flour, corn of all kinds, raw cotton, and tobacco; sending to them its own produce, which consists of beef, pork, and fish in large quantities, boots and shoes, paper, &c., and also much which the town imports of English articles. Boston is a favorable place for careening and repairing ships, as all kinds of supplies may be purchased of good quality, and at a reasonable price, though labour is dear. At Boston and throughout New England the dollar is worth 6s., so that the £ sterling = £1 6s. 8d. Boston currency.

BOTANY BAY OAK.—See *Beef Wood*. It is not really derived from any species of oak tree, but most probably from some species of *Casuarina*.

BOTARGO OR BOTARGA. A kind of sausage, made in various places on the shores of the Mediterranean sea out of the roe of a kind of mullet, salted and dried. In taste it is somewhat similar to caviare. The best comes from Tunis and Alexandria.

BOTH SHEETS AFT. The situation of a ship that sails right before the wind.

BOTTLES. These well-known vessels of capacity are of three materials:—1st, wooden bottles, containing from 1 to 3 gallons, were once an article of considerable manufacture with the cooper, but are now scarcely used, except by hay-makers, harvest men, and other similar workmen, to carry beer for their private consumption. 2nd, stone bottles, made of baked clay, and which have now entirely superseded the former for ordinary purposes. These appear as an item in our tariff, as being subject to a duty of 2d. per dozen, if imported empty, though none are so imported, as their large bulk, brittle character, and small cost, render freight and other charges too high to admit of their conveyance with a profit. 3rd, glass bottles, covered with wicker, not being of flint or cut glass, or of green or common glass, pay a duty of 4s. per cwt. additional to the excise duty of 7s. per cwt. Bottles of other glass, or those not covered, pay a duty

of £4 upon importation, and a further excise duty of the same amount.

BOTTOM. Either the bottom of a ship, under which is included all of the ship which is ordinarily under water when she is laden, or the whole ship itself; also the bottom of the water. Thus we say a ship has a clean or a foul bottom. A French, Dutch, or English bottom means a ship of one or other of these countries. In the latter sense we speak of a harbour, as having a rocky, stony, sandy or muddy bottom. By various statutes, certain commodities imported in foreign bottoms pay a duty called petty customs, over and above what they are liable to in British bottoms.

BOTTOMRY AND RESPONDENTIA, is a contract in the nature of a mortgage of a ship, when the owner of it borrows money to enable him to carry on a voyage, and pledges the keel or bottom of the vessel, as a security for the repayment, and it is understood that if the ship be lost, the lender loses his money; but if it return in safety, then he shall receive back his principal, and whatever premium or interest was stipulated to be paid. When the ship and tackle are brought home they are liable, as well as the person of the borrower; but when the loan is made not upon the vessel, but upon the goods and merchandize laden therein, which from their nature must be sold or exchanged in the course of the voyage, then the borrower only is personally answerable, who therefore in this case takes up money at *respondentia*; hence the difference between bottomry and respondentia consists in this, that the one is a loan upon the ship, the other upon the goods. In a loan upon bottomry, the lender must be paid, if the ship be saved, although the cargo be lost; and upon respondentia he must be paid his principal and interest, provided the goods are safe, although the ship should perish. In all other respects the two contracts are upon equal footing. The deeds drawn up between the borrower and lender in such cases are called bottomry bonds and respondentia bonds, and require an *ad valorem* stamp. If the loan on a bottomry bond be not repaid within the time prescribed, the agent of the lender applies to the court of admiralty, with certain affidavits, and procures authority to arrest the ship, which may be sold, if necessary, under the authority of the court. Where several loans of this description have been made on the same voyage, the last lender is entitled to priority of payment out of the proceeds of the sale.

BOVEY COAL. A species of fossil wood or jet, found at Bovey Hayfield, near Exeter. It is similar to cannel coal.

BOULOGNE, although a port resorted to by thousands of English families, and a large city, is nevertheless but little known in

commerce; its principal internal trade being derived from the necessary supplies to its numerous visitors, and its external trade chiefly depending upon its fisheries of herrings, mackerel, &c., which amount in value to from 60 to £80,000 annually. There is no port, or rather one so choked up with sand, that none but small vessels can enter, except at high tide, and altogether the roadstead is extremely unsafe in blowing weather, as the numerous shipwrecks upon the coast unfortunately testify.



Entrance to Boulogne Harbour.

BOUND. Fastened up by bandages, or tied together tightly. On ship-board bound has several applications, though all with the same meaning, as wind-bound, or prevented from sailing by the wind being contrary. Ice-bound, or surrounded by ice. Where are you bound to? that is, where are you going to, &c. &c.

BOUNTY. A premium given by a government for the encouragement of a particular branch of industry. The bounties given in this country twenty or thirty years ago, particularly for the encouragement of the whale and herring fisheries, the linen trade, &c., amounted to the large sum of more than half a million sterling per annum; but the principle being found to offer but little encouragement to trade, the system of bounties was gradually abandoned, and put a stop to by a legislative enactment of 1830, except upon a very few articles. It is retained, however, in the enlisting of soldiers, sailors, and marines, both in the national and E.I.C. service; such bounty is offered only upon particular occasions, and by proclamation. *Queen Anne's bounty* is an allowance to officers' widows and children, entitling them to the same pension, &c., if their husbands or fathers are lost in a storm or other casualty at sea, as if they had been killed in battle.

Bow. That part of a ship's side forward, beginning where the planks arch inwards, and terminating where they close at the stem or prow. *The doubling of the bow* is the vertical thick planking fastened to the bow of a vessel, to prevent the bill of the anchor tearing it in passing up and down. *On or over the bow*, is when any thing is seen over

the bows of a ship, the spectator being supposed in the middle of the deck; thus a sailor would say, a vessel lies three points over the starboard bow, &c.

BOWER ANCHOR.—See *Anchor*.

BOWGRACE. A mat of old rope or junk, laid round the bows, stems, and sides of Greenland ships, to prevent them being injured by pieces of ice.

BOW LINE. A rope fastened near the middle of the leech or perpendicular edge of the square sails, by three or four subordinate parts, called bridles. It is only used when the wind is so unfavorable that the sails must all be braced sideways, or close hauled to the wind. In these circumstances the bow lines are employed to keep the weather or windward edges of the principal sails tight and steady, without which they would be always shivering, and rendered incapable of service. To *check* the bow line is to slacken it.

BOWMAN OF A BOAT. The man who pulls the foremost oar when there are several rowers.

BOWSE. A sailor's term for pulling any thing strongly by means of a tackle, as in running a cannon out of the port a gunner would say *bowse her*, or *bowse away*.

BOWSPRIT. A large boom or mast, which projects over the stem of a ship to carry sail forward, in order to govern the fore-part of a ship, and counteract the force of the after-sails. It is also of the most essential service in supporting the foremast stays, which extend from the mast head to the middle of the bowsprit, where they are drawn tight.

BOXES. All kinds of boxes, except those made wholly or partly of glass, on which the proper glass duty will be levied, pay an *ad valorem* duty of £10 per cent. if imported from foreign countries; 5 per cent. if from British possessions.

BOX HAULING. A particular method of veering the ship when the swell of the sea renders tacking impracticable.

BOXING THE COMPASS. An expression among sailors for rehearsing the points of the compass in regular order.

Box Wood. The hard compact wood of a small tree called *Buxus sempervirens*, one small variety of which is well known as box edgings in gardens. The ordinary character of the tree which furnishes the wood called box wood is to be 8 or 10 feet high, with a much branched stem 4 to 6 inches in diameter. In the south of Europe various species of box, particularly *Buxus balearica* grows to a much larger size, and furnishes that called in commerce Turkey box, which is imported from Smyrna, Constantinople, and the Black Sea, in logs felled with a hatchet; they measure from 2 to 6 feet long, and 2½ to 14 inches diameter. The other sort called European

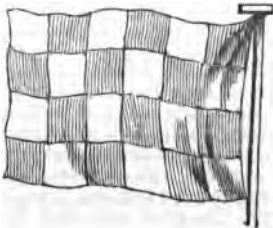
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box or English box, is of a closer texture and generally clearer color. The wood is yellow, has a thin rind, with numerous small knots and wens, some of it is much twisted, and such pieces do not stand well when worked; on the whole however it is an excellent, sound, and clean wood, much used for flutes, clarionetes, and similar wind instruments, and for a great variety of turned articles. It makes capital chucks for the lathe, and is preferred by the wood engraver to all other woods; for his especial use it is cut in slices across the grain of an inch in thickness, and planed smooth upon one surface. Box wood pays a duty of 10s. per ton if from foreign countries; 2s. 6d. if from our own possessions.



The Box Tree.—*Buxus sempervirens*.

BRABANT, divided into N. and S. The first belongs to Holland, the other to Belgium. This last is that which is of most importance, containing the fine city of Brussels, the capital of all the surrounding country; yet S. Brabant being wholly encompassed by land, and connected with the sea by means only of the smaller branches of the Scheldt, N. Brabant in a commercial view most attracts the attention. This fine province is bounded north by the Waas, which is the larger and main stream of the mighty Rhine, and, consequently, is the chief communication between Rotterdam and the interior. It produces an immense quantity of poultry, eggs, butter, cheese, &c., which it has the means of transporting readily to other countries, particularly to England. The vessels of N. Brabant are small but numerous, and bear a red and white flag marked as follows:—



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BRACCIO. An Italian cloth measure, varying in different places from about 21 to 26 imperial inches.

BRACE. On board ship, is a rope employed to wheel or traverse the sails upon the mast in a direction with the horizon, when it is necessary to shift the sails. Braces are for this purpose fastened to the extremities of the yard, or the yard-arms. All the braces of the yards are double, except those of the top gallant and spritsail topsail yards. The braces belonging to the mizen mast are called fangs or vangs. Brace is also a name given to any general support or stay; thus the braces of the rudder are those parts which are fixed to the sternpost, and to the bottom of the ship for the support of the rudder. *To brace the yards* is to move them by means of braces. *To brace about*, is to turn the yards round for the contrary tack. *To brace the yards sharp up*, is to fasten them in such a position that they will make the least possible angle with the keel for the ship to have headway. *To brace to*, is to ease off the lee braces, and round in the weather ones, to assist the motion of the ship's head in tacking.

BRACKETS. Short crooked timbers fixed in the frame of a ship's head to support the gratings, they also serve to support the galleys.

BRACKERS. Sworn brokers in Russia, whose duty it is to select and value hemp.

BRAILS. Ropes passing through pulleys on the mizen mast and yard, and fastened in different places to the aftermost leech of the sail, to truss it close up as occasion requires. Brails is also a general name given to all the ropes, which are employed to haul up, or collect to their yards, the bottoms, corners, and skirts of all the other great sails for the more ready furling them whenever it may be found necessary. This operation is called brailing them up.

BRAN. The thin skins of the grain of wheat, which are separated from the corn in the processes of grinding and sifting. The coarser portion is usually called bran; the finer part goes by the name of pollard.

BRANDENBURG. The original basis, and still the chief district or province of the kingdom of Prussia, though by no means the most fertile, the greater part consisting of a bed of sand; yet it contains the capital, and possesses nearly 2,000,000 of inhabitants. The manufactures are those of woollen, linen, silk, with porcelain, and other ornamental products. The inland trade is very considerable, being favored by the great rivers, the Elbe which touches its western border; its great tributaries the Elster and the Spree, which cross all Brandenburg, and the Oder which runs through it from the north. The chief towns are Berlin, Potsdam, and Brandenburg the old capital. The ships of Brandenburg

bear a flag as follows :—



BRANDY. A spirituous liquor, obtained by distillation from the husks of grapes and wine. All wines when distilled will afford this liquor, but those which are harsh and strong are preferred. Most countries of Europe produce a kind of brandy, but that made in France is admitted to be the best. The chief distilleries are at Cognac, Bordeaux, Rochelle, Orleans, Nantes, &c. The color is derived from the addition of burnt sugar to the fresh distilled spirit. Brandy, from whatever place brought, has a duty attached of £1 2s. 6d. per gallon. It cannot be imported, except in stone bottles not exceeding 1 quart each in size, or in casks containing not less than 40 gallons, under penalty of forfeiture. (3 and 4 Will IV, c52.) It must be conveyed also both in and out of the kingdom, in a vessel of at least 70 tons burden, also in a ship either British or belonging to the country whence it is brought, under pain of forfeiture and also £100 fine. It may be exported to Mexico, Chili or Peru, in casks of 15 gallons or above, and also bottled in the bonded warehouses for exportation to the East Indies. The quantity consumed in England amounts to nearly 1,500,000 gallons yearly.

BRANK. Buck wheat.

BRASS. An alloy made of copper and zinc, mixed together in various proportions. Brass manufactures pay an *ad valorem* duty when imported of 15 per cent.

BRASSAGE. Charges for mint expenses.

BRAULS. Indian cotton goods, with blue and white stripes.

BRAWN. The flesh of the boar, salted.

BRAZING. The soldering or joining of two pieces of iron together by means of brass melted between the joints.

BRAZIL. This fine and extensive empire, formerly the most valuable foreign possession of Portugal, occupies a great portion of Central and Eastern South America. It has a range of coast, extending upwards of 3600 miles on the western side of the vast Atlantic. Its capital and chief port is Rio, or Rio Janeiro; its principal river the mighty Amazon. It is covered partly with plains; partly with forests. Its commercial products are sugar,

coffee, cocoa, tobacco, cotton, rice, arrow-root, sago, Brazil wood, numerous fine fruits, and valuable drugs, particularly ipecacuanha; also gold, diamonds, and other precious stones—the latter of which are dug up, and the former cultivated by means of slaves. The trade between Britain and Brazil occupies between 50 and 60,000 tons of shipping in conveying to that country cottons, woollens, linens, silks, brass and iron manufactures, hardware, glass, hats, earthenware, apparel, soap and candles. Our chief imports from Brazil are coffee, sugar and cotton, with hides, jewels, &c. (For other details, see *Rio, Pernambuco*, and *St. Salvador*.) The Brazilian flag is as follows :—



BRAZILLETTO WOOD. An inferior kind of Brazil wood brought from Jamaica. It is among the cheapest of the dye woods. It pays the same duty as Brazil wood. There is very little imported.

BRAZIL NUTS, are the fruit of *Bertholletia excelsa*, one of the most interesting plants of the New World, and which deserves to be cultivated in the warm parts of America, as we grow the almond and walnut. It has been stated that the weight of the fruit is so enormous, that the inhabitants dare not enter the forests without covering their heads and shoulders with a strong buckler of wood. It is as large as a child's head, and has a shell as hard as that of a cocoa nut; each shell or case containing from fifteen to twenty triangular nuts, also covered with a hard shell; it is these latter which are imported under the name of Brazil nuts. The Portuguese at Para have long carried on an extensive traffic in these nuts, which they export to Guiana, Lisbon, and London. The oil extracted from them is much esteemed in Brazil.

BRAZIL WOOD. The wood of a moderately-sized tree common throughout Brazil, which country indeed took its name from the abundance of this wood found there when first discovered; Brazil properly meaning a red dye, and for which this wood is particularly used; we know its decoction familiarly as red ink. The bark of the tree is thick, the leaves red, and the flowers purple. The wood comes in the state of billets of a small size. In Brazil this wood is a royal monopoly. It is not merely used as a dye drug for silks,

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woollens, &c. being fixed by alum, tartar, and other mordants, but forms a good wood for the turner, and to color varnishes. The duty is 2s. per ton.



Brazil Wood.—*Caesalpinia crista*.

BREAD. Food made of flour kneaded with yeast water and salt, and afterwards baked. The baker mixes first the salt with a small quantity of warm water; then he adds the yeast and mixes the whole with a certain portion of the flour; this is called *setting the sponge*. Being kept warm it soon begins to ferment, carbonic acid gas rises and swells up the mass; this is called by chemists *panary* fermentation, and by bakers *rising*. When the sponge has sufficiently risen, the baker works it up along with the rest of the flour and water, and kneads the whole well together; this forms his dough. It is then left for a few hours, during which fermentation goes on; it is then kneaded a second time, and weighed out into loaves; these are shaped and set aside for an hour or more, then placed in the oven and baked. Bakers are now allowed by law to make bread of wheat, barley, rye, oats, buck wheat, Indian corn, peas, beans, rice or potatoes, or any of them, along with common salt, pure water, eggs, milk, barm, leaven, potato or other yeast, and mixed in such proportions as they shall think fit. They may also sell bread in loaves of any weight they please, but such must be always by avoirdupoise weight of 16 ounces to the pound, and in no other manner under a penalty for every offence of not more than 40s., except fancy bread and rolls, which may be sold without weighing; a baker, whether in his shop or out of doors selling bread, is bound to have a proper beam, scales, and weights with him, and to weigh every loaf when required to do so, under a penalty of not more than £5. Adulterating ingredients, such as alum, plaster

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of Paris, bone dust, and chalk, used in the making of bread, or found even upon the premises of a baker, subject him to a severe penalty, as does also the possession of adulterated flour. Every loaf not made wholly of wheat must have a large Roman M stamped legibly upon it. One-fifth of every loaf is calculated to consist of water salt and yeast; the other four-fifths of flour.

BREAD FRUIT. The tree which produces this valuable production is called by botanists *Artocarpus incisa*. It is found in India, and throughout all the islands of the Pacific Ocean or South Seas. It grows 50 or 60 feet high, and bears a round, rough-skinned, knotted fruit, as large as a child's head. The skin is however thin; it has a spindle-shaped cone, surrounded by a white pith-like substance, which is the eatable part; after being roasted in thick slices, the taste is similar to that of a frosted potatoe. The fruit is ripe in December, and is dressed in various ways, according to the taste or convenience of those using it. The Dutch cooks improve it by boiling or frying it in palm oil. Besides the use of the fruit, the natives of the South Seas employ different parts of the tree for various purposes. The wood is used in boat building; a cloth is made of the inner bark; the male flowers serve as tinder; the leaves for wrapping up food, and for wiping hands instead of towels; and the juice, which is very similar to that of the Indian rubber tree, for making cement for filling up the cracks of water vessels. There are several varieties of the bread fruit tree; the following cut shows the fruit and leaf of the more common kind:—



Bread Fruit Tree.—*Artocarpus incisa*.

BREAK GROUND, TO. The first weighing anchor, and quitting a place. *To break bulk;* the act of undoing anything, as unloading a cargo, opening a bale of goods, a puncheon of rum, &c. *To break sheer,* is when a ship at anchor is laid in a proper position to keep

clear of her anchor, but is forced by the wind or current out of that position, she is said to break her sheer. To *breakup*, is to rip off the planks of a ship and take her to pieces, when she becomes old and unserviceable.

BREAKERS. Rocks below the water, also the billows which break over them, or over a bank, shore, &c. Such waves are distinguished by their white foaming appearance, and by the hoarse roaring which they occasion.

BREAKING. In the mercantile world, failing or becoming bankrupt.

BREAKWATER. A projection into the sea for the purpose of breaking the force of the waves, and thereby rendering the sea between the breakwater and the shore comparatively calm. A breakwater may be made by sinking an old hulk at any particular point, or by raising a mound of earth and shingle. The most celebrated breakwater is one erected of immense stones piled together at the entrance of Plymouth Sound. It is formed of 2,000,000 tons of stone, and cost more than £1,000,000. A breakwater is also a small buoy, fastened to a large one in the water, when the buoy rope of the latter is not long enough to reach from the anchor at the bottom to the surface of the water.

BREAMING. Burning off the filth, such as grass, ooze, shells, or sea-weed, from a ship's bottom that has gathered to it during a voyage, or by laying long in a harbour. It is performed by holding kindled furze, fagots or reeds to the bottom, which by melting the pitch, sulphur, &c. that had formerly covered it, loosens whatever filth may have adhered to the planks; it is then scraped and brushed off, and the bottom covered anew with composition.

BREAST FAST. A rope employed to confine a ship sideways to a wharf or to some other ship, as the head-fast confines her forward, and the stern-fast abaft.

BREAST HOOKS. Crooked beams of timber used to strengthen the fore part of a ship, where they are placed at different heights directly across the stem, so as to unite it with the bows on each side.

BREAST RAIL. The upper rail of the balcony on the quarter deck of a large ship, the whole of the rails being called the breast-work.

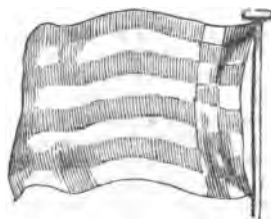
BREECH OF A GUN. The distance from the hind part of the base to the extremity of the bore.

BREECHING. A strong rope used to secure the cannon, and prevent them from recoiling too much in the time of battle. The breeching should be of sufficient length to let the muzzle of the cannon come within the ship's side to be charged or to lie housed.—See *Carronade*.

BREEZE. A shifting wind that blows from the sea and land alternately: hence called the

sea breeze and the land breeze. It is only sensibly felt near the coasts. The sea breeze commonly rises in the morning about nine o'clock, proceeding slowly towards the shore; it increases gradually till twelve, and dies away about five. Upon its ceasing, the land breeze commences, which increases till twelve at night, and is succeeded in the morning by the sea breeze again. The breezes are more regular in tropical countries than in others. In our own country and other islands they are scarcely perceptible, except in the summer.

BREMEN. A city of Germany on the Weser, in good repute for trade, and formerly one of the free sea-port towns; hence a flag as under



is still borne by its vessels. Large ships can only go to within 10 or 12 miles of the city, and smaller ones fully laden to within 3 or 4 miles. Its imports and exports are nearly the same as those of Hamburg, but on a much smaller scale. Accounts are kept in Bremen in rix-dollars or thalers, worth 3s. 2d. sterling each. The lb. weight is equal to 7000 grains English, consequently 100 Bremen lbs. are equal to 110 avoirdupois. The Bremen ell is nearly equal to 23 English inches. The last for corn measures $10\frac{1}{10}$ standard quarters. Brandy is sold by viertels, 20 of which equal 38 English gallons. More than 1000 ships enter Bremen annually.

BREST. One of the best maritime towns and harbours of France. The quay is above a mile in length, and it has every accommodation for shipping, excepting the entrance to the harbour, called the Gullet, which is both narrow and difficult, on account of the sunk rocks on both sides of the shore. W. lon. $4^{\circ} 28'$. N. lat. $48^{\circ} 23'$. This is one of the chief dépôts and dock yards of the French navy, selected in consideration of its harbour which is secure from every wind, and of a spacious roadstead, affording anchorage to 500 ships. The military works at Brest are very strong. Its trade is chiefly relative to shipping and fisheries.

BREWER.—See *Beer*.

BRIBE. Any person offering or giving a bribe, recompense, or reward, to any officer of the customs, to induce him to neglect his duty, to forfeit £200.

BRICKS. (*Tegle* Da. *Tegelsteenen* Du. *Briques* Fr. *Ziegelsteine* Ger. *Mattoni* It.

Cegly Pol. Ladrillos Por. Ladrillos Spa.) Square lumps of burnt clay used in building. There are ten different sorts, for each of which workmen have set prices of so much per 1000. The brick trade is under the excise, and any person employed in it as a master must give proper notice to the officers of excise, and make an entry previous to working of his brick fields, sheds, &c., which the officer afterwards surveys. The bricks are to be taken account of while drying, and before they are removed to the kiln or clamp for burning. Charged and uncharged bricks are to be kept separate, and not concealed. The maker provides, and is bound to show the officer his moulds, and to use them or assist in using them, by himself or servants, if required to do so. The mould must also be securely made. The officer is to make a return of the duty every six weeks, or as the board shall direct, which duty the maker is then to pay, under a penalty of double the amount. All bricks, whether moulded or not, come within the act, except such as are specified by the act as tiles. (See *Tiles*.) Bricks may be made free of duty for draining wet and marshy land on being stamped with the word *drain*. Bricks brought from Ireland pay the same duty upon importation as those made in England. The excise duty is 5s. per thousand for ordinary bricks, and 10s. per 1000 for those of extra size. Upon exportation the whole duty is allowed as a drawback. (*Bateman's Excise Officer's Guide*.) Common bricks imported pay 15s. and 7s. 6d. per 1000. Bricks are to be made between the 1st of March and 29th of September of each year, of earth and sea-coal ashes, and no soil or dirt must be mixed with the brick earth. All bricks made in England for sale shall be when burnt in the least 8½ inches long, 2½ inches thick, and 4 inches wide, on pain of forfeiting 20s. for every 100 found under this size; 10 per cent. is allowed for waste in taking the duty.

BRICKS, DUTCH, OR CLINKERS. A small hard kind of brick, made of a very stiff loam, and burnt by a slow and long-continued heat; hence they become as hard as stones and not liable to break; they are used almost wholly for the paving of stables and stable yards. The duty upon importation is 10s. per 1000 if from Holland, &c.; 5s. if from a British possession.

BRIG OR BRIGANTINE. A small merchant vessel with two masts, having generally her main sail set nearly in a plane with her keel; whereas the main sails of larger ships are hung athwart, or at right angles with the ship's length, and fastened to a yard which hangs parallel to the deck; but in a brig the foremost edge of the main sail is fastened in different places to hoops, which encircle the main mast, and slide up and down it, as the

sail is hoisted or lowered; it is extended by a gaff above, and by a boom below. Most of its sails are square.



BRILL. A flat fish, (*Rhombos vulgaris*), smaller than and inferior to the turbot. Great quantities of this fish are brought to the London market, caught on the southern coast, where it is abundant.

BRILLIANTS. The name of the finest diamonds.

BRIMSTONE.—See *Sulphur*.

BRINE PANS. The pans in which sea water is evaporated to procure the salt which it holds in solution.

BRINE PITS. A name for springs of salt water, particularly those from which the water is taken for the artificial procuring of salt.

BRING BY THE LEE, TO. To incline so rapidly to leeward of the course, when the ship sails large, as to bring the lee side suddenly to windward, and by laying all the sails aback expose her to the danger of upsetting. *To bring to*, is to check the course of a ship, by arranging the sails in such a manner that they shall counteract each other.

BRISTLES. (*Soies Fr. Borsten Ger. Borstels Du. Setole It. Setas Sp. Schischetina Russ.*) The strong glossy hairs, growing on the back of the hog and wild boar. These are very extensively used by brush makers, shoe makers, and others. Russia, Prussia, and Poland are the great marts for bristles. The quantity used in this country alone is enormous, amounting to nearly 2,000,000 lbs. annually. The duty is 2s. 6d. per cwt. upon rough unsorted bristles, and 3d. per lb. upon those which are sorted, cleaned, or colored.

BRISTOL. A city and sea-port, partly in Gloucestershire, seated on the Avon at the influx of the Frome, 10 miles from the entrance of the Avon into the Bristol Channel. The tide rising to a great height, brings vessels of considerable burden to the quay, which extends above a mile along the shores of the Avon and Frome, but at low water they lie aground in the mud. At the mouth

of the Avon are several dock yards, and a very extensive floating dock. Bristol carries on a great trade with Ireland, the West Indies, the Baltic, and the continent generally, though the trade has greatly decreased of late years, owing to the rapid advancement of Liverpool. The manufactures are extensive of glass, shot, sugar, brass, pottery, &c.

BRITAIN OR GREAT BRITAIN. Although our country consists of two main islands, one only of which, namely, that containing England, Wales and Scotland, is properly called Great Britain; yet in a commercial sense, it is usual to include Ireland also, the three countries forming the great kingdom of Britain or the United Kingdom. Our space will not allow of any expatiation upon the general character, nor even the mercantile resources of our country; all that we are enabled to give are the commercial statistics of one year, and we prefer the year 1841 to the last, because owing to the very extensive commercial alterations then in progress, the general stagnation of trade, and extensive distress consequent thereupon, the statistics of 1841 by no means show a favorable average of our commercial dealings. From the last population returns there appears to be 26,737,717 inhabitants. The extent of the three countries being 119,924 square miles. The exports were in 1841:—

Cotton Manufactures.....	£16,232,510
Cotton Yarn	7,266,968
Woollen Manufactures.....	5,748,673
Woollen Yarn.....	552,148
Linen Manufactures.....	3,347,555
Linen Yarn.....	972,466
Silk Manufactures.....	788,894
Haberdashery and Millinery	635,127
Apparel, Slops, &c.	582,848
Hats	125,402
Iron and Steel, wrought & unwrought ..	2,877,278
Hardware and Cutlery.....	1,623,961
Plate, Jewellery and Watches	214,126
Arms and Ammunition	343,776
Copper and Brass Manufactures ...	1,523,744
Tin and Pewter ditto	477,195
Lead and Shot.....	242,344
Machinery	551,361
Earthenware	600,760
Glass.....	421,936
Leather, wrought and unwrought ..	432,775
Stationery	274,544
Books	141,866
Cordage	130,415
Soap and Candles.....	342,620
Refined Sugar.....	546,336
Beer	360,420
Wool	555,619
Coals, &c.	675,288
Salt	175,615
Other Articles.....	2,868,063

Thus making the declared value of the manufactured or produced goods exported

in one year amount to £51,634,623, besides the immense quantities manufactured for home consumption, altogether amounting, according to official documents, to the enormous sum of £102,180,517, and this exclusive of the manufactures carried on in our own colonies, and which amount to nearly 15 millions more. The imports, which is another most important item in our commerce, amounted in 1841 to no less a sum than £64,377,962. The revenue for the same year derived from the customs, excise, stamps, taxes, post office and miscellaneous sources, amounted to £52,315,433. The expenditure for the same period was £25,015,173 15s. 11d., exclusive of £29,450,144 paid for the interest and charges upon the national debt, which together makes upon an average £2 per annum for each individual throughout the three kingdoms. The national debt is now £772,530,758. The constitution is an hereditary monarchy, the legislation consisting of the sovereign, the lords, and the commons; called the three estates of the kingdom.

HOUSE OF LORDS, JANUARY, 1842.

391 Temporal Peers of the United Kingdom.

16 Scotland.

28 Ireland.

26 Spiritual Peers for England.

4 Ireland.

465 Whole number.

HOUSE OF COMMONS.—658 MEMBERS.

Co. Bo. Univ.

144 323 4 Members for England.

15 14 0 Wales.

30 23 0 Scotland.

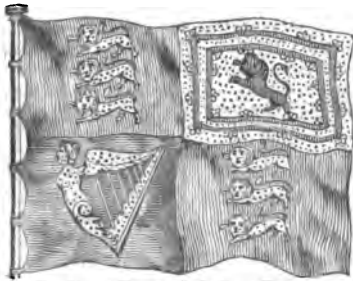
64 39 2 Ireland.

For the details purely commercial we must refer to the particular ports and cities: London, Liverpool, Bristol, Hull, Edinburgh, &c., and to the particular countries, England, Wales, Scotland and Ireland.

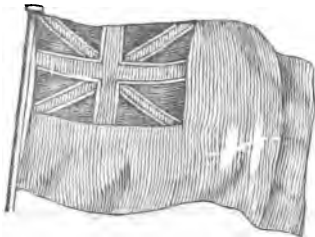
BRITANNIA METAL. A compound of tin, antimony, copper, and brass, or the commoner kinds of tin, lead, and brass, used in the manufacture of numerous articles, such as tea-pots, spoons, waiters, mugs, &c., all of which go under the general denomination of Britannia ware. The chief manufacture of articles of this description is at Birmingham and Sheffield, particularly the latter.

BRITISH FLAGS. The flags appertaining to Great Britain are extremely numerous. Every department of the state using shipping, and several cities and islands have each their peculiar modification of the national cross, or a flag distinct to itself. To introduce all these at once, about thirty in number, would be tedious and inconvenient; we therefore rather refer to those words where they will be the better explained.—See *Admiralty, Admiral, Union Jack, Navy, Victualling,*

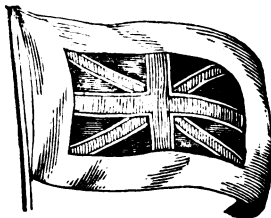
Custom House, Excise, Ordnance, Trinity House, Post Office, Transport, Pilot, Cinque Ports, London, Scotch Light-house Board, East-India Company, Ireland, Lord Lieutenant of Ireland, Edinburgh, Dublin, Isle of Man, Jersey, &c. The royal standard, however, and that belonging to merchant vessels it is advisable to introduce here.



The Royal Standard of Great Britain.



Flag of a British Merchantman.



Flag signifying that a Pilot is wanted.

BRITISH POSSESSIONS AND PLANTATIONS are those districts, colonies, settlements and islands in foreign parts which belong to Great Britain, either directly under our laws and government, or having their own laws, but under our protection and patronage. Great Britain has possessions in all parts of the globe, and these are so situated that by their means and shelter she can command all the great channels of trade throughout the world. In Europe we have our own islands; the Isle of Man, Heligoland. The Channel Islands of Jersey, Guernsey, Scilly, Wight, Portland, &c.; Gibraltar, Malta, and the Ionian islands. In N. America, Upper and Lower Canada, New

Brunswick, Prince Edward's Island, Nova Scotia, Breton Island, Newfoundland, and territories north of Canada; all of which are called British America. Also more southward, we have the West Indies, consisting of some hundreds of islands, for the most part fine and fruitful. In S. America are Tobago, Trinidad, Guiana, and the Falkland Islands. In W. Africa, the Gambia, Sierra Leone, the Gold coast of Guinea, the islands of Ascension and St. Helena. In S. Africa, Natal, the Mauritius, the Seychelles, and the Cape of Good Hope. In Asia, the whole of Hindoostan, Assam, Arracan, Tenasserim, Penang, Malacca, Singapore, Ceylon, Aden and Hong Kong. The whole of Australia, Tasmania or Van Dieman's Land, New Zealand, Chatham Islands, and Norfolk Islands.

BROACH TO. Very similar to bring by the lee, and having the same dangerous effect.

BROAD CLOTH. The finer kind of woollen cloth used for gentlemen's clothing, so called on account of the great width at which it is woven.

BROADSIDE. In a naval engagement, the whole discharge of the artillery on one side of a ship of war; also the side of the ship itself above the water mark may be so called.

BROCADE. A stuff made of silk and gold or silver; if imported, the duty is 20 per cent.

BROKEN-BACKED SHIP. Such an one as is loosened in her frame either by age, weakness, or some great strain, so as to droop at each end.

BRUTEWEIGHT. The same as gross weight.

BROKER. One who values goods or transacts business for another party. There are several kinds of brokers:—1st, *Exchange or bill* brokers, who propose and conclude bargains between merchants and others in matters of bills and exchange. Their charge for brokerage is 2s. per cent. 2nd, *Stock* brokers, whose business it is to buy and sell stock in the public funds, government securities, or shares in joint stock companies. The charge is 2s. 6d. per cent., except on exchequer bills and India bonds, on which it is 1s. per cent. *Ship and insurance* brokers have the buying and selling of ships, the procuring cargoes on freight, adjusting the terms of charter parties, &c. When acting as ship brokers, their charge is about 2 per cent. on the gross receipts, but when acting as insurance brokers, that is, in concluding insurances with underwriters, their charge is 5 per cent. on the premium, exclusive of what they may procure from the underwriter. *Custom-house* brokers, are the agents employed to manage business at the custom-house in London, relative to the entry or clearance of ships.

BROKER AND PAWNBROKER.—See *Appraiser* and *Pawnbroker*.

BROKERAGE. The sum of money paid to a broker for his services in transacting business.

BRONZE. A mixed metal of copper and tin, in various proportions, according to the article to be cast from it. This alloy is used for cannons, bells, statues, smaller ditto called for this reason bronzes, candelabras, &c. Works of art in bronze have to pay a duty on importation of £1 per cwt. All other manufactures in this metal, bronze powder, &c., 15 per cent.

BUBBLES. A familiar term to designate joint-stock companies, when raised for fraudulent purposes.

BUCKING. The first operation in bleaching of linen yarn or cloth.

BUCKLERS. Two pieces of wood fitted together to stop the hawse holes, leaving only sufficient space between them for the cable to pass, and thereby preventing the ship taking in too much water in a heavy sea.

BUCKRAM. (*Dvelg. Da. Trelje Du. Bougran Fr. Olandilha Por. Bucaran Sp. Kleanka Russ.*) A sort of coarse cloth, made of hemp, and stiffened with glue or common gum, then calendered and dyed of various colors.

BUCK THORN BERRIES.—See *French and Persian*.

BUCK WHEAT. (*Boghrede Da. Boekweit Du. Blé Sarrasin Fr. Buchweizen Ger. Grano Saraceno Ital. Tatarca Pol. Trigo Saracino Por. and Spa.*) A plant which bears a black triangular seed, much valued as a food for pigeons, pheasants, &c., for which purpose it is chiefly grown and imported. Buck wheat is an annual plant, which grows about 2 feet high, somewhat handsome in appearance, both as to its fine green leaves, and beautiful red flowers. The grain is sown in May, and the plant is of such rapid growth, that in three months after sowing the seed will be ripe, and so great is the increase when the plant grows in dry pulverized ground, that sixty bushes have been obtained where one only has been sown. The plant is also grown to be cut green as fodder. All animals are fond of this plant, and will fatten upon it. The duty upon importation is equal to that



Buck Wheat.—*Polygonum fagopyrum*.

upon barley. (See *Barley*.) The average quantity imported is about 10,000 quarters.

BUDDUNCAS. A species of Bengal muslins.

BUDGET. In a general sense, means a condensed statement of the income and expenditure of a nation, or of any particular public department. In this country the term is usually employed to designate the speech and statement made by the chancellor of the exchequer, when he gives a general view of the public finance, and intimates the intentions of government relative to the imposing of new, or taking off of old taxes.

BUENOS AYRES. A city and sea-port of S. America. The whole province or country bounded by Paraguay on the north, the ocean on the east, and Tucumaw on the west, is also called by this name, and also by that of the Argentine Republic. It is watered by the river La Plata, and abounds in horned cattle and horses. In such quantities are these useful animals, that the hide with the tallow are the only parts deemed of value. There is but a very indifferent harbour at Buenos Ayres, and ships can only come within two or three leagues of the city, where they take in or unload their cargo by boats. The principal articles of export are hides, horns, and tallow, of which vast quantities are sent to Europe and the United States. Of horns alone more than 2,000,000 are exported annually, and more than 50,000 horse hides; besides which are wool, bullion, copper, salt beef, sugar, and wax. These are their own productions, besides which they bring from the interior large quantities of Paraguay tea and Paraguay tobacco, articles in considerable demand. Their imports from England are cottons, woollens, hardware, butter, and cutlery; linens from Germany; flour from the United States; and much Eastern and other produce, as spices, silks, wines, furniture, &c. The inland trade carried on with Peru and Chili is very considerable, and the Buenos Ayres shipping yearly increases. The following are the flags of Buenos Ayres; the flag to the right, bearing the star, being the war flag, and the other that which appertains to merchant vessels; the colors are blue and white :—



BUF

BUFF. A sort of leather, prepared from the skin of the buffalo, dressed in oil, after the manner of chamois, and therefore soft and pliable. The skins of all large animals dressed in this manner are called by the same name. Buff leather is used for sword belts, and other belts required by soldiers, and similar purposes. Buff forms a considerable article in the commerce of the English, French, and Dutch, at Constantinople, Smyrna, and along the coast of Africa.—For duty, see *Hides*.

BUGLES. Long glass beads, used as ornaments to ladies' dresses or for necklaces, for which latter purpose vast quantities are exported to Africa. Few are made in this country; they as well as beads being mostly imported from Venice. The duty is 3*d.* per lb.

BUHL. Ornamental furniture and other articles, in which tortoiseshell, ivory, fancy woods, or metals, are inlaid in the general surface.

BULBS. The roots of several kinds of flowers, imported in vast quantities in the autumn of the year from Holland, for cultivation in this country.

BULGE. That part of a ship which projects out at the floor-heads, to assist the ship when taking the ground.

BULGEWAY. A large piece or pieces of timber bolted together, making one solid piece, which is placed under the bulge of a ship to support her when launching. The support for the bulgeways to lie on is called *ways*.

BULK OF A SHIP. The whole cargo stowed into the hold, or the whole space allowed for the cargo.

BULK HEADS. Divisions or partitions across or along a ship between decks, to divide it into different apartments.

BULLET. A leaden ball or shot, with which small arms are loaded. The diameter of a common leaden bullet is found by dividing 1·6706 by the cube root of the number contained in a pound.

BULLETIN. In diplomatics, a term equivalent to schedule, and variously applied to different sorts of public acts. In modern times this name has been applied, particularly in France, to reports of a statement of facts issued by authority, as bulletins of health, bulletins of military events, &c.

BULLET WOOD. From the Virgin Islands, West Indies, is the produce of a large tree, with a white sap; the wood is greenish hazel, close and hard. It is used in this country for building purposes. Another species of wood also so called is brought from Berbice; its color is hazel brown, and of an even tint, without veins; it is a very close, hard and good wood, well adapted for turning, but is not common. This last agrees pretty closely with a wood described by Dr. Bancroft, as

BUL

Bow wood or *Waseba* of Guiana. Indeed the only difference seems to arise from the different situation in which the tree grows, whether near or at a distance from the shore.

BULLION. Uncoined gold and silver. Bullion is imported duty free.

BULL RUSHES. The stalks of the *Scirpus palustris*, a plant which is extremely common in most of our rivers and ponds, and well known for its uses in bottoming chairs, making of baskets and matting, and by the coopers in preventing leakage between the joints of casks. Those brought from Holland are considered the best, and a few years since no less than 150,000 bundles were imported in one year. Lately the trade has materially declined, so much so that no duty at all was paid upon them in 1841. This is owing to the high duty of 12*s.* per ton, the manufacture of cheap druggets in this country, which have superseded matting, and the almost universal adoption of cane-bottomed chairs. The duty has lately been reduced to 10*s.* per ton.

BULL-EYE. A sort of small pulley, in the form of a ring, having a rope spliced round the outer edge of it, which is hollowed to admit of a rope. *Bull-eye* is also a term for any thick lens or piece of glass, particularly for those reflectors which are let into a ship's deck to admit light beneath.

BUMBOAT. A sort of wherry, used in and about harbours to carry provisions, &c.

BUMPKIN OR BOOMKIN. A short boom or beam of timber, projecting from each bow of a ship, to extend the clew, or lower edge of the fore-sail to windward. The boomkin of a boat is a small outrigger over the stern, usually serving to extend the mizen.

BUNT. The central part of a sail. Cutting off the upper quarter of a sail by a straight line, and also the lower quarter by another straight line; the middle portion which is left is called the bunt.

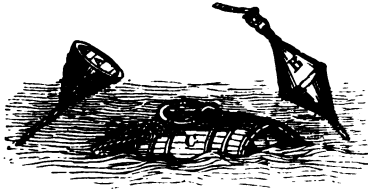
BUNTING. A thin woollen stuff, of which ship's flags, signals, &c. are usually made.

BUNTLINE CLOTH. The lining sewed up the sail in the direction of the buntlines to prevent the sails being chafed.

BUNT LINES. Are ropes fastened to the bottoms of square sails to draw them up to their yards; they are inserted through certain blocks above or on the upper part of the yard, whence passing downwards on the forepart of the sail, they are fastened below to the lower edge in several places of the boltrope.

BUOY. A sort of close cask, block of wood or tight hollow case of iron, fastened by a rope to the anchor to point out its situation. Also occasionally a fixture over sand banks, &c. in rivers, to point out their situation, and frequently fastened to piles or heavy anchors near the mouth of docks, &c., that ships may be moored to by their own cables,

being fastened to a ring which is attached to the upper side of them. These are *mooring* or floating buoys. Buoys are called by various names according to their shape, or according to the use to be made of them. *Cable* buoys are common casks employed to buoy up the cable in rocky anchorage, to prevent its rubbing against the rocks. *Can* buoys are in the form of a cone, and of this construction are all the buoys which are floated over sandbanks and shallows as marks for ships to avoid them; they are made extremely large, that they may be seen at a distance. Where there are several near each other, as at the mouth of the Thames, they are distinguished by being painted with different numbers or of different colors. A *nun* buoy is shaped like two *can* buoys joined together by their bases, or like a cask very large in the middle, and nearly pointed at both ends.—See also *Life Buoy*.



A. Can Buoy. B. Mooring Buoy. C. Nun Buoy.

BUOY ROPE. The rope which fastens the buoy to the anchor. *To stream the buoy*, is to let it fall into the water previous to letting go the anchor.

BURDEN. The whole load of a ship, including cargo, crew, stores, ballast, and every other weight whatever.

BUREAU. An appellation given in France and Flanders to the principal offices or places of business of the ministers, and to the chief custom-houses of every province or maritime towns.

BURGUNDY PITCH. A resin, the produce

of the *Pinus abies*, or spruce fir. It is obtained by making incisions in the bark down to the wood, whence the resin flows in thick drops, which almost immediately congeal into hard flakes. These are taken off and melted in boiling water, and strained through coarse cloths. The true Burgundy pitch is very adhesive, rather soft, of a reddish yellow color, and rather agreeable odour. The greatest quantity comes to us in casks from Neufchatel, where it is prepared. Another and an inferior kind of Burgundy pitch is produced from the Norway spruce fir; this is not melted previous to exportation, but comes to us in small tears or drops.

BURGUNDY. A kind of wine.—See *Wine*.

BURR STONES. Rough mill stones, in request for corn mills, imported chiefly from France and the Channel Islands.

BURSE OR BOURSE. A public edifice in certain cities abroad, answering to our exchange.

BURTON.—See *Aburton*.

BUSHEL. A measure of capacity for dry goods: as grain, fruit, pulse, &c. containing 4 pecks. An imperial bushel is by law required to contain 2218.192 cubic inches, or 80 lbs. avoirdupoise of distilled water. It must be round, with a plain and even bottom, and measure 19½ inches from outside to outside.

BUSS. A ship of two masts used in the Dutch herring fishery. It is generally from 50 to 70 tons burden, being furnished with two small sheds or cabins, one at the prow, and the other at the stern; the former of which is employed as a kitchen.

BUTLERAGE. An ancient right, which was enjoyed by the king's butler, to take out of every ship, importing twenty tuns of wine or more into this country, two tuns for the king's use. It need not be said that this custom has been long abolished.

BUTT. A vessel or measure for wine, beer, &c., containing two hogsheads, and varying in quantity according to the kind of wine.

BUTT. The end of a plank in a ship's side or bottom, uniting with the end of another. Butt also signifies the lower or thicker end of any solid body, as a mast, musket, &c. *To start or spring a butt*, is to loosen the end of a plank by a ship's weakness or laboring. *Butt and butt*, is when the ends of two planks come together, but do not overlay each other.

BUTTS OR BACKS.—See *Backs*.

BUTTER. (*Smör* Da. *Boter* Du. *Beurre* Fr. *Butter* Ger. *Burro* Ital. *Manteiga* Por. *Manteiga* Sp.) A well-known fatty substance, obtained by churning cream. The most esteemed butter of England is that of Essex and Cambridgeshire. The consumption in London of the various butters has been estimated at 16,000 tons annually, which allows

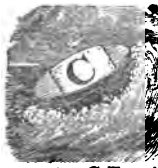


Pinus abies.—Spruce Fir.

BUT

about $\frac{1}{4}$ a lb. to each inhabitant per week. The Irish butters are mostly shipped from Waterford, and are of very superior quality and highly esteemed in the London market. The counties of Suffolk, Yorkshire, Somersetshire, and Oxford are also noted for the superior quality of the butter produced there. The salt butter of Holland is decidedly better than that of any other foreign country, and immense quantities of it are exported. It is said that a good cow will yield 168 lbs. of butter annually, but we believe that this is too high an estimate. Different statutes regulate the packing and carriage of butter, particularly the 36 Geo. III, c 86, and 38 Geo. III c. 73, as the trade is subject from the very nature of the article to very great frauds and adulterations. The duty upon imported butter is 5s. per cwt. if from our own possessions, or if from foreign countries 20s. No less a quantity than 257,677 cwt. were imported in 1841.

BUTTER NUTS. The fruit of a large tree, common in Guiana, called by botanists *Caryocarp tomentosum*, and by the natives *Tata-Youba*. The eatable part consists of a whitish yellow nut-like substance, which when bitten feels between the teeth like a piece of tallow; upon being chewed, a sweeter and more nut-like flavor is perceived. When heated, the whole turns to an oily or butter-like substance, and as a substitute for which the nut is used in its native country: hence the name of butter-nut. Butter-nuts are common in the London market, and sell retail for about 3d. per dozen.



THIS letter, when placed alone or in contractions, signifies Christ, company, cent., current, creditor, civil, &c., as A.C., *ante Christum*, before Christ. E. I. C. East India company. Acc. C. account current. C.E. civil engineer. Per C. per centum, by the hundred. Fr. C. francs, cents. Also, Co. company. Cr. creditor. Cwt. hundred weight, &c.

CAAMINA. A name given by the Spaniards and others to the finest sort of Paraguay tea. It is the leaf of a shrub growing wild in Paraguay, and is used in Chili and Peru as tea is with us.

CABALLEROS OR CAVALLIEROS. The name given to Spanish wool.

CABALLINE OIL. Melted horse grease or fat.

CABBAGE WOOD.—See *Partridge Wood*.

CABECA. The finest silks in the E. Indies; the inferior are called barina. The Dutch

BUT

BUTTER WOOD.—See *Plane Tree*.

BUTTOCK. The convexity of a ship abaft under the stern; it is terminated by the counter above, by the after part of the bilge below, by the rudder in the middle, and by the quarter on the side.

BUTTONS. The shanked fastenings for dress so called pay a duty of 15 per cent.

BUTTON AND LOOP. A short piece of rope having a knot at one end, and an eye at the other. It is used on shipboard to confine other ropes in.

BUYING. The making a purchase, or acquiring a property of a certain thing at a certain price. There are different species of buying in use among traders; as buying on one's *own account*, opposed to buying on *commission*; buying *for ready money*, which is an immediate transfer of goods for the value; buying *on credit*, or for a time certain, is when the payment is not to be presently made, but in lieu thereof, an obligation is sometimes given by the buyer for payment at a future period.

BYE LAW. A private law made by those who are duly authorized to do so, by charter, prescription, or custom, for the preservation of order and good government, within some particular place or jurisdiction. Every corporation lawfully elected has power to make bye laws or private statutes, for the better government of the corporation, which are binding upon themselves, unless contrary to the laws of the land, and then they are void altogether. (11 Black. 475.)

BYRAMPAUTS. A species of Surat calicoes.

distinguish two sorts of cabecas, namely, the moor cabeca and the common cabeca; the former being worth $\frac{1}{4}$ more than the latter.

CABIN. A room or apartment in a ship, where any of the officers or passengers usually reside. They are either general for public convenience, or private for sleeping, &c.

CABIN BOY. A boy whose duty it is to attend upon those residing in the cabin.

CABLE. A thick large strong rope, of a considerable length, to which the anchor is fastened, and used to retain a ship at anchor in a road, bay or haven. Cables are of various sorts and sizes. In Europe they are mostly manufactured of hemp. In Africa they are more frequently made of bass, and in Asia of fibres of the aloe, or still more often of coir, which is the fibrous portion of the cocoa nut. English cables, of whatever thickness they may be, are formed of three ropes, twisted together, which are called *strands*; each of these is composed of three smaller strands, and these last of a certain number of rope yarns. This number is therefore greater or

or smaller in proportion to the size of the cable required. All cables ought to be 120 fathoms in length, for which purpose the threads or yarns must be 180, they being drawn up one-third by twisting. There ought to be six cables to every ship, in order that when necessary they may be spliced two and two to give the anchor a more horizontal strain. One, or rather two of these, should be larger than the rest, and form the sheet anchor cable. The others are the bower cables, as belonging to the bower anchors. All smaller cables are called hawsers. Iron has been of late years much employed for the manufacture of cables, and those made of this material possess some considerable advantages, particularly when a ship anchors on a rocky coast, or where the anchorage consists of coral reefs, as the hempen cables are then liable to be chafed by the sharp and rough points. Iron cables are superior in other respects; they are infinitely more durable, stronger, heavier, and therefore bearing better the strain of the ship; for which reasons hempen cables are being rapidly laid aside, both in the navy and the merchant service. The regulations of Lloyd's require all vessels to have a certain quantity of chain cable according to their tonnage, as under:—

Vessels under 150 tons	to have 150 fathoms.
" from 150 to 250 tons	to have 180 "
" " 250 to 350 "	300 "
" " 350 to 500 "	240 "
" " 500 to 700 "	270 "
" " 700 tons and upwards,	300 "

In all cases where hempen cables are used then $\frac{1}{2}$ more in length is required. *To serve or plait* the cable is to bind it round with ropes, canvas, leather, &c. to prevent it from being galled or chafed in the hawse holes. *To heave in the slack* of the cable is the order to draw it into the ship by means of the capstan. *To pay out, or veer away* the cable is to slacken it that it may run out of the ship. *To shoot* the cable is to splice two parts of a cable together. *To slip* the cable is to let it run quite out when there is no time to weigh anchor; this is preferable to cutting it.

CABLE'S LENGTH. The measure of 120 fathoms, by which the distance of a ship from the shore, or of ships from each other, is often estimated.

CABLET. A small cable.

CABLE TIER. That place on the orlop deck where the cables are coiled up and stowed away.

CACAO, (corruptly pronounced in this country cocoa.) The seeds or nuts of the cacao tree or chocolate tree, growing in the W. Indies, and in many parts of S. America. The tree bears the general appearance of the cherry tree. The nuts are contained in thick short pods, in shape and of a size like a short

cucumber, that grows in considerable abundance over the whole tree. Each pod contains from twenty to thirty nuts, closely packed together, and of the size of almonds. The shell of the pod is of a dark brown color, brittle and thin; the kernel or nut brownish, of a slight agreeable smell, and a fatty, rather bitter and peculiar taste. The nuts ground form the beverage called cocoa, and mixed with tapioca and other bodies, form what is called chocolate. Cocoa pays a duty when imported from foreign countries of 4d. per lb., cocoa husks and shells 1d., cocoa paste and chocolate 6d. If from either of the British colonies the import duty is 1d., $\frac{1}{2}$ d., and 2d. for each respectively.



A, *Theobroma cacao*.—The Cacao Tree. B, Its flower. C, Its pod of fruit. D, One of the seeds or nuts removed.

CACHELOT. A large species of the whale kind, from the brain of which spermaceti is extracted.—See *Spermaceti*.

CADRE. A cag, keg, or small barrel. A cade of red herrings contains 500; a cade of sprats 1000 fish.

CADIZ. The greatest sea-port and trading city of Spain, having one of the most commodious harbours in the Bay of Cadiz. The city is surrounded by the sea on all sides, except at one narrow isthmus towards the south. It is strongly fortified, neatly built, and most beautifully situated. The population is between 60 and 70,000. Its light-house or the tower of St. Sebastian stands on the W. side of the city, in lat. 36° 31' N., and long. 6° 19' W. The light is 172 feet high, of great brilliancy, revolves once in a minute, and may be seen 18 miles off. The white wines of Xeres in its vicinity form by far the principal article of export; the quantity is about 20,000 pipes a year, of which $\frac{1}{4}$ come to England. The other articles of export are brandies, oranges and other fruit, olive oil, wool, and quicksilver. The imports are chiefly sugar, coffee, cocoa, hemp, flax, linens,

dried fish, hides, cotton raw and manufactured, rice, spices, indigo, &c.



CAFFICE. A Barbary corn measure, equal to two English quarters.

CAFFILA. A company of merchants or travellers, who join together in order to go with more security through the countries on the continent of the E. Indies, similar if not identical with a caravan; the assigned difference being that a caffila belongs to a sovereign or body of merchants, acting as a company or firm, while a caravan implies that all who compose it travel on their own account, and for individual benefit.

CAFFISO. An Italian oil measure, equal in Malta to $4\frac{1}{2}$ imperial gallons, and in Messina and Trieste to $2\frac{1}{2}$ imperial gallons.

CAG.—See *Key*.

CAGLIARI. A city and sea-port of Sardinia. It stands on the south part of the island, at the bottom of a gulf of the same name, which forms a large and secure harbour. E. long. $9^{\circ} 26'$. N. lat. $39^{\circ} 20'$.

CAHAUN. An imaginary money of India, worth about 6d.

CAHIS OR CAHIZ. A measure for corn, used in some parts of Spain, particularly at Seville and Cadiz. It equals about $18\frac{1}{2}$ English bushels. In other parts of Spain the measurement of the cahiz is very different, amounting in Alicant to $6\frac{1}{2}$ bushels, in Valencia to $5\frac{1}{2}$, and in Arragon to only 5 bushels.

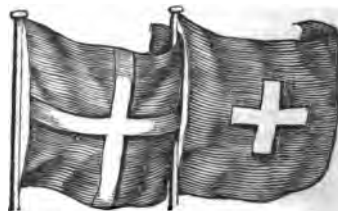
CAIRNGORM OR CAIRNGORM. A quartz crystal, found among the mountains of Aberdeenshire and Invernesshire, particularly that place between the two counties where the mountain of Cairngorm, and three or four others, are situated. It is of various colors, particularly of a very light brown. When good it is a splendid crystal, and is used for the manufacture of brooches, seals, and the clearest into spectacle glasses; though for this latter purpose it is greatly inferior to the Brazilian pebble.

CAJEPUT OIL. A valuable volatile oil, of a greenish color and aromatic flavor, limpid and transparent. It is prepared from the leaves of a plant called the *Melaleuca cajuputi*, chiefly in the Dutch settlements of Banda and the Moluccas, and is imported into this country, by way of Holland, in copper flasks. It is used medicinally as a stimulant and anti-spasmodic, both internally and externally.

CALABAR SKINS. The skin of the Siberian squirrel, used for muffs, tippets, &c.—See *Squirrel*.

CALABASH. A light kind of vessel, formed of the shell of a gourd, emptied and dried. The Indians of the S. Seas put the pearls they have fished in calabashes, and the natives of Africa do the same by their gold dust. We also import aloe in calabashes.

CALAIS. A sea-port of France in the department of the Pas de Calais, and the nearest harbour to England. It has a wooden pier, about $\frac{1}{2}$ of a mile long. The harbour can only be entered at certain times of the tide, and is not commodious. Regular packets are established between here and Dover; the French packets bringing over the letters from France, and the English packets taking those which are for France. The port charges here are complained of as being very heavy.



Flags of Calais, Blue and White.

CALAMANCO. A sort of woollen stuff, manufactured in England, Brabant and Flanders. It has a fine gloss, is of different colors, and is chequered in the warp, whence the checks appear on one side only. These stuffs are sometimes plain, flowered, broad and narrow striped, or watered. Those of England are chiefly either striped or plain.

CALAMANDER OR COROMANDEL WOOD, the produce of Ceylon, and of the coasts of India, is shipped in logs and planks from Bombay and Madras. The figure is between that of rose-wood and zebra-wood; the color of the ground is usually of that dark hazel described as chocolate brown, with black stripes and marks. It is very hard, much resembles ebony, and belongs to the same genus of plants, its botanical name being *Diospyros hirsuta*, while that of true ebony is *Diospyros ebenaster*. There are three varieties of Calamander wood, that described above, which is the darkest and the most commonly seen in this country; the Calamberri, which is light colored and striped; and the Omander, the ground of which is as light as English yew, but of a redder cast, with a few slight veins and marks of darker tints.

CALAMBA OR CALAMBEG. A wood similar to sandal wood in grain, and similarly, but less powerfully scented. Its color is olive green with darker shades. It is sometimes called aloe wood, agila wood, or eagle wood. It

grows in Siam, and is the product of *Aquilaria agallocha*.

CALAMBERRI WOOD—See *Calamander Wood*.

CALAMINE. A native carbonate of zinc.

CALASH. A piece of leather cut like the upper leather of a shoe. Thus boots are often made now of sole and heel, calash around this and cloth above the calash. If imported, calashes pay the same duty as boots, according to size.

CALCAVELLA OR CALCAVELLOS. A highly-flavored Lisbon white wine.

CALCEDONY. A variety of the agate or cornelian, of a semi-transparent whitish color, found sometimes of a considerable size, so as to be sufficiently large to cut cups and similar vessels from it. It is abundant in many places in the form of stalactites hanging to the roofs of caverns, &c., especially in the Faroe islands, Iceland, Britain, &c.

CALCUTTA. The capital of Bengal, and indeed of British India, stands on the Hooghly branch of the Ganges, at about the distance of 100 miles from the sea. At high water the width of the river at Calcutta is about a mile, but at low water a great part of this is uncovered, and becomes a continued bed of sand along the banks; the navigation of the river is intricate, and never undertaken without a pilot. The town extends about $4\frac{1}{2}$ miles along the river, and about $1\frac{1}{2}$ mile inland. Fort William, a strong citadel, lies on the W. of it a little lower down the river. The population altogether is about 300,000, including the suburbs, which are very extensive. By means of the Ganges, Calcutta enjoys a vast trade to the whole of the interior of Hindoostan. The native, and also the Persian merchants are some of them of great wealth. The brokers who are known under the name of Sircars are all Hindoos. The great articles of export are indigo, opium, silk, sugar, rice, saltpetre, cotton, piece goods, lac dye and shell lac, hemp, flax, turmeric, ginger, shawls and safflower. The imports are British cotton manufactured goods and cotton twist, copper, spelter, tin, lead, iron, woollens, glass, hardware, wine and brandy, ale, pepper, timber, bullion, alum, gums, &c. The imports of Calcutta from Britain are about $2\frac{1}{2}$ millions annually, and the imports from the rest of the world altogether about the same sum. These other imports are chiefly from the surrounding and other Asiatic countries, particularly China, Singapore, Pegu, and the Malabar coast of India. The coins used in Calcutta are the gold mohur, value about £1 13s. $2\frac{1}{2}$ d., with its halves and quarters. The rupee, valued at 2s. $0\frac{1}{2}$ d., with its halves and quarters. Annas a sixteenth-part of a rupee, and pice a twelfth-part of an anna. A rupee current is reckoned at 2s., and a sicca rupee of account at 2s. 6d. A lac of rupees means 100,000,

and a crore 100 lacs or 10,000,000. The only chartered bank of Calcutta is called the bank of Bengal, which issues its own paper money, and transacts the government business. There is besides this a private bank called the Union bank, but its notes are not generally circulated. The government house is a noble and extensive structure of the following appearance.



Government Offices, Calcutta.

CALIBER OR CALIBRE. The thickness or diameter of any round body.

CALICOE. A species of plain woven cotton cloth, originally manufactured at Calicut, in the East Indies, but within the last half century it has been manufactured to an immense extent in various parts of this country, particularly Manchester, Glasgow, and Paisley.

CALE OR CAULK, TO. To drive a quantity of oakum, or old ropes untwisted and pulled asunder into the seams of the planks in a ship's sides or deck, in order to prevent the entrance of water. After the oakum is driven very hard into these seams, it is covered with hot melted pitch or rosin to keep it from rotting.

CALKING IRONS. Iron chisels for the purpose of driving oakum into the seams of vessels; some are round, others flat, or grooved.

CALM. The state of rest which appears in the air and sea when there is no wind stirring. A *dead calm*, *stark calm* or *flat calm*, is when the calm is in the greatest possible degree. Calms are more dreaded by seamen than storms, as there is sometimes in certain latitudes, calms so dead and long continued, that a ship may remain immovable even for weeks, the provisions and water being consumed without the voyage being nearer completion.

CALUMBO ROOT. A root used in medicine, the produce of *Cocculus palmatus*, which grows in Malabar, and in the thick forests on the E. coast of Africa. Calumbo root is generally brought in transverse sections from $\frac{1}{2}$ an inch to 3 inches diameter; the bark is of a dark brown color outside, and bright yellow within. It is very subject to be preyed upon by insects and worms. It has a faint aromatic smell and bitter taste.

CALVES.—See *Animals*.

CAMBAY STONE. A species of cornelian, found in Cambay in the East Indies.

CAM

CAMBER. In ship-building, any thing which is rounded, as cambered ways, cambered deck, &c.

CAMBIST. A name given to those who trade in notes and bills of exchange; also one who is skilled in the science of exchanges. A book treating of these matters is designated by the same title: *Kelly's Universal Cambist*, treating of the coins and monetary affairs, &c., of all the nations of the world is a celebrated work.

CAMBRIC. A species of very fine white linen, first made at Cambray, in French Flanders, whence it derives its appellation. Equally fine is now made both in England and Scotland.

CAMEL'S HAIR. The hair of the camel imported into this country is principally used in the manufacture of fine pencils for drawing and painting. In the east, however, it is an important article of commerce, and is extensively used in the arts. It serves for the fabrication of the tents and carpets of the Arabs, and of their wearing apparel. Cloth is also manufactured of it in Persia and other places. The best hair comes from Persia. It is divided into three qualities, black, red and grey. The black is the dearest, and the grey is only worth half the red. Considerable quantities of camel's hair are exported from Smyrna, Constantinople and Alexandria. It is used in the manufacture of hats, particularly by the French.

CAM HOOKS. An instrument used to sling a cask by the end of the staves. It is formed by fixing a broad and flat copper or iron hook at the end of a short rope, and the tack by which the cask so slung may be hoisted or lowered, is hooked to the middle of the rope.



CAMLET OR CAMBLET. A woven fabric of various kinds and materials, sometimes being made wholly of hair, at others of wool and hair, wool and silk, or wool only.

CAMOMILE. A well-known medicinal plant, grown very extensively about Mitcham for the London market. If imported, the flowers pay a duty of 1d. per lb.; about 20 tons are imported annually; an amazing quantity of so light and apparently trivial a substance.

CAMPEACHY WOOD.—See *Logwood*.

CAMPBOR. (*Kampfer* Ger. *Kamfer* Du. *Camphre* Fr. *Canfora* Ital. *Alcanfor* Sp. *Kamfora* Russ. *Käfoor* Arab. and Per. *Kaafur* Mal.) There are several trees which will produce camphor, but the tree which yields the best, and that which is known in com-

CAM

merce, is produced by a species of laurel, called *Laurus camphora*, a tree abundant in certain districts of China, whence, and sparingly from Japan, comes all the camphor used in Europe, and which amounts to nearly 440,000 lbs. annually. It is brought to this country in chests, drums, and casks, and is in small crumbly masses, something like coarsely-pounded white sugar. When refined it is seen in large hollow lumps or cup-shaped cakes of 10 or 12 inches over. When pure, camphor has a strong, peculiar, penetrating scent, and a bitter pungent taste. If left exposed to the air it will wholly evaporate. If a small piece be placed on the surface of water in a large basin, and set fire to, it burns with a white flame, and will in that situation continue to turn round all the time it is burning, unless it touch the side of the vessel. Camphor pays a duty of 1s. the cwt. if in its raw state, and 10s. if refined; 770 cwt. were entered for home consumption in 1841.



Branch of the Camphor Tree.—*L. Camphora*.

CAMPBOR OIL, is a liquid oil which exudes from the stem of the Malay camphor tree, *Dryobalanops camphora*. It is not known in Europe, but is common in the East, being used much in the same way as our spirits of turpentine, and quite as cheap. It is as fragrant as camphor itself.

CAMPBOR WOOD, is imported from China, the East Indies, and Brazils, in logs and planks of large size. It is a coarse and soft wood, of a dirty greyish yellow color, sometimes with broad iron-grey streaks. It is frequently spongy, and difficult to work, but is esteemed on account of its scent. It is the produce of the *Laurus Camphora* or camphor tree.

CAM WOOD. An African dye wood, shipped from Sierra Leone in short logs, pieces, roots, and splinters. When first opened it is tinted with red and orange; the dust is very pungent, like snuff. It would be a beautiful wood for furniture, if it retained its original colors, but it changes to dark red, inclining to brown. It is yielded by a tree called *Baphia nitida*.

CANADA. An immense district of North America, and one of the largest and most important colonies belonging to Great Britain. It is separated from the United States and from New Brunswick by the river St. Law-

rence, and is divided into two great portions, called Upper or West Canada, and Lower or East Canada. Lower Canada, having for its capitals Quebec and Montreal, extends from 55° to 42° N. lat., and from 80° to 58° W. long. It is elevated and rugged, with much fertile alluvial land, and a few hills. It comprises about 205,000 square miles of territory, and contains 600,000 inhabitants, mostly Europeans. Upper Canada, (chief town, Toronto,) contains about three-quarters this number of inhabitants, and measures about 140,000 square miles. It is a fine alluvial plain, and is intersected by the great lakes, Ontario, Superior, and others; detached however in a nautical point of view from the St. Lawrence by the waterfalls of Niagara, which cut off maritime communication between the two districts. The Canadas united export almost wholly to England vast quantities of native produce, and as duties upon many articles have lately been lowered we may expect an increase. The last colonial returns, showed that Canada exported, in 1837,

Number of Deals, &c.	2,823,043.
Pine Timber	278,217 tons.
Oak	22,163 "
Elm	24,013 "
Number of Staves	5,945,200.
Potashes.....	143,168 cwt.
Furs	£ 29,081.

Beef and Pork, Flour, &c.

The total value of the above exports is estimated at £908,700, and the imports in Eastern and European produce and manufactures, during the same period, amounted to £1,602,353. The government of the colony is vested in a governor, an executive council of eight members, legislative council of twenty-four members, and an assembly of eighty-four members. A lieutenant-governor is in the Western division.

CANADA BALSAM. The resin which exudes from the wounded bark of the Canadian pine. It is used as a transparent varnish.

CANAL. An artificial channel cut for the conveyance of water, vessels, boats, barges, &c., through the inland parts of a country.

CANARY ISLANDS OR CANARIES, are thirteen in number, lying in the N. Atlantic Ocean, near the Continent of Africa. They belong to the Spaniards, and produce corn, silk, tobacco, sugar canes, and excellent wine. The English have the principal trade to these islands. The monies, weights, and measures differ but little from those of Spain.

CANARY WINE.—See *Wine*.

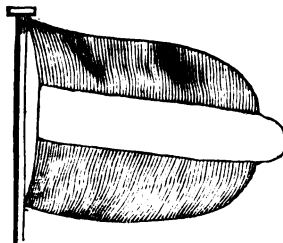
CANARY WOOD comes from the Brazils, &c. Known at the Isthmus of Darien as *Amarillo*. It is imported in round logs, from 9 to 14 inches diameter, and sometimes in squared pieces. The wood is of a light

orange color, and generally sound. It is straight and close in the grain, and very proper for cabinet work, turning, &c. It is a native also of the Canaries, or is similar to the wood of *Laurus indica*, which grows there.

CANCELLING. An act whereby a person consents that some former deed be rendered null and void. In the proper sense of the word, to cancel, is to deface an obligation, by passing the pen from top to bottom, or across it.

CANDARINE. A money of account in China, worth a little more than $\frac{1}{4}$ d. English.

CANDIA. A large island in the Mediterranean, subject to the Turks, and situated at the entrance of the Archipelago. All the Christian nations who traffic to the Levant have consuls here. Its chief production is olive oil. Accounts are kept in piastres. The Candia flag is as follows, red and white:—



CANDLE. An article made of wax, spermaceti, tallow or concrete oil, and furnished with an internal wick, by lighting and burning which, the greasy material is consumed. Candles if imported, pay a duty according to their material. On spermaceti candles the duty is 6d. per lb. On stearine candles 2 $\frac{1}{4}$ d. per lb. On tallow candles 10s. the cwt., and on wax candles 4d. per lb.

CANDLE, SALE BY.—See *Auction*.

CANDLEWICK. Loose threads slightly twisted together, and adapted for the wick of candles or common lamps; hence the name. The duty if imported is 8s. 8d., or else 4s. 4d. per cwt., according to the place whence it is brought from.

CANDY. A large East Indian weight, consisting generally of 20 maunds. The Madras candy of 20 maunds=500 lbs. avoirdupoise. The Bombay candy also of 20 maunds=560 lbs.

CANELLA ALBA OR CANELLA BARK. The inner bark of a tree so called, growing in the West Indies. It is used medicinally, and is brought into this country packed in casks and cases, in long pieces, some rolled in quills and others flat; the quilled sort is thicker than cinnamon, and the flat still thicker than the other. It is more or less yellow in color, and when broken has an aromatic smell, something like cloves, with a flavor a little bitter, warm and pungent.

CAN

CANES. The well-known articles called canes are of three sorts:—1st, bamboos; 2nd, rattans; and 3rdly, the reed cane used for fishing rods. The common or rattan cane is used for the bottoms of chairs, the making of baskets, and never to be forgotten by the schoolmaster as a stimulant. In commerce these are called merely canes or rattans. The plant from which they are taken is a native of several of the tropical countries; but those used by us come almost wholly from India, and pay a duty of 5s. per 1000. The plant *Calamus verus*, *Calamus rotang* or true cane, grows straight and tall without brambles, very similarly to the bamboo, as before described, but with a bark upon it. This bark is thickly bespread with sharp spines, but this being removed, the smooth cane is disclosed, having no marks of the thorns which grow on the outside. Sumatra produces this plant very abundantly, and the woodman who cuts it has merely to proceed to the woods, cut down a shoot, peel a few inches of it, and then draw out the woody part within, until getting it about 20 feet long, he cuts it off. After preparing thus as many as he can carry, he ties them in bundles of 100 each, doubles the two ends together, and when dry they are fit for market. The number produced is immense; in this country alone nearly 3½ millions paid duty in 1841, and great quantities are imported free, having come over as ballast or dunnage. China uses incredible quantities.

CANGICA WOOD, from the Brazils, called in England angica, is of the rosewood character, but of a lighter and more yellow brown, less abrupt in pattern. It is imported in trimmed logs from 6 to 10 inches diameter, and is used for cabinet work and turning.

CANHADA. A liquid measure of Portugal, equal to 3 pints English.

CANICA. A kind of wild cinnamon, growing in the Isle of Cuba.

CANNA OR CANNE. A measure for cloth in Italy and in the south of France, Spain, and other places.

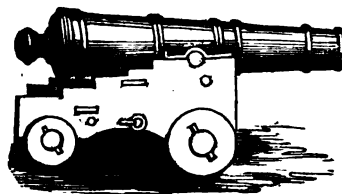
CANNEL COAL OR CANDLE COAL. An opaque, brittle fossil, found in Lancashire, Ireland, and many parts of Europe and Scotland, in which last place it is called *parrot coal*. This mineral is susceptible of a fine polish, and like jet is converted into trinkets of various kinds.

CANNEQUINS. White cotton cloths made in the East Indies.

CANNON. A well-known instrument of war. All pieces of artillery were formerly distinguished by many names now totally discontinued, but cannons now take their names from the weight of ball they carry, as a 6-pounder, a 12-pounder, a 24-pounder, a 32-pounder, &c. The ordinary charge of powder is generally $\frac{1}{3}$ the weight of the ball,

CAN

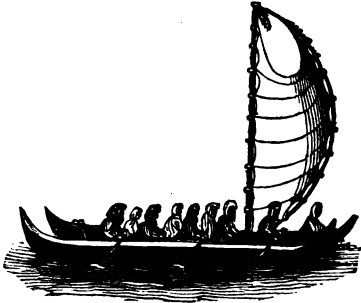
but that quantity is reduced in time of action at the discretion of the officers.



CANOE. An Indian boat, consisting either of a tree hollowed out, or a formation of bark or hides, made by sewing them together. Canoes differ materially from our boats in the manner of moving them forward, such being accomplished by means of paddles, which are worked perpendicularly, and not held in a horizontal position like our oars; the boatman also sits with his face towards that place which he is approaching, instead of with his back to it as is usual with us. The common Indian canoe varies more or less according to the skill and knowledge of the people using it, and presents nothing peculiar in its form or appearance; but there are two kinds so ingenious that it is requisite to describe them:—these are the Esquimaux canoe and the double canoe common in the South Seas. The canoe of the Esquimaux Indians of Labrador has a light wooden frame, and the shell instead of plank is made with seal skins sewed together, which are not only extended round the bottom and sides, but likewise over the top; forming a complete deck, and having only one opening conveniently framed and situated to admit the Indian into his seat. A flat hoop is fitted to this hole, rising about 4 inches, to which the surrounding skin is sewed. The Indian's seal-skin jacket, being of a proper length, he can occasionally bind the skirt of it around the outside of the hoop, by which means he keeps the canoe free from water, and is enabled to pursue his game far from land and in stormy seas. He fastens his food and drink before or behind him, carries his spear lashed to his side, and handles his paddle which is also tied by a strap to his jacket or his canoe, with great dexterity, both in paddling and steering, in the former dipping it alternately one end or the other into the water on either side of his boat.



The double canoe of the South Sea Islanders is remarkable and ingenious. It consists of two canoes scooped out of trees, and united together by a deck which reaches from one to the other, such a canoe it is impossible either to turn over or to sink. It is rowed by several men, and in the time of warfare, the platform is also covered with armed men.



CANTALOON. A species of woollen stuff.
CANTAR OR CANTARIO. A weight of different contents in Egypt, Italy, the Levant, Barbary and Spain.

CANTABELLO. A Sardinian weight, equal to 87½ lbs. avoirdupoise.

CANTHARIDES, SPANISH FLIES, OR BLISTERING FLIES. These insects are chiefly brought from Astracan, Sicily, and Spain. They are also found at other parts in the South of Europe. They should be free from mould and dust, of a peculiar, but not very strong or nauseous odour, and of a brilliant golden green color. These flies furnish us with the only ready and certain means of raising an effective blister upon the skin, for which purpose they are reduced to powder, mixed with ointment or lard, and spread thinly upon a piece of leather, which is then applied to the part affected.

CANT. An expression among sailors for the position of a piece of timber that does not stand square, and then it is said to be on the cant. *To cant* also signifies to turn a piece of plank or timber over, so that you may see the opposite side.

CANT TIMBERS are those which are affixed to the two ends of a ship to strengthen the stem and stern. They are called cant timbers because they are canted or raised obliquely from the keel, in contradistinction to those whose planes are perpendicular to it. The upper ends of those on the bow or forepart of the ship are inclined to the stem, as those in the after or hind part incline to the stern post above.

CANTEEN. [A place in a fort or barracks, licensed for the sale of liquors, tobacco, and provisions. The sale of liquors is not allowed at any other place in the barracks, and the

quantity sold at one time is regulated by the commanding officer. The quarter master is responsible for good order in the canteen.

CANTON. One of the greatest emporiums in the East, ranking as a port of trade either before or immediately after Calcutta, situated in the province of Quantong in China, and until lately the only place in that empire frequented by Europeans. Lat. 23° 7' N. Long. 113° 14' E. It stands upon the E. bank of the Pekaing river, which after flowing in a navigable stream for 300 miles from the interior, passes the city, and at the distance of 80 miles afterwards falls into the sea, the portion of the river near its embosure being called by Europeans the Bocca Tigris. All foreign commerce is conducted in the S.W. suburb, where the foreign factories are situated. The residence of Europeans is confined to a very small space on the banks of the river.



Ships only ascend the river as far as Whampoa, about 15 miles below Canton, every ship upon its arrival, loading and unloading by means of native boats. The conducting of business at this port by means of the Hong or factory merchants, of which there are ten, as well as the port regulations, and the probable extent of trade for the future, it is useless to explain or anticipate, in consequence of the late treaty with China, opening other ports to our commerce, and enabling us to deal direct with the natives without the intervention of the Hong merchants. The port dues upon small vessels is very great, upon vessels above 400 tons burden they are moderate; this is in consequence of the erroneous system of measurement the officers adopt, and the other charges being proportionate to that assumed but erroneous tonnage. The exports from Canton or China to England, are the staple commodity of the empire, tea; also sugar candy and soft sugar, silks, tortoiseshell, mother of pearl shells, vermilion, camphor, rhubarb, bamboos, pearls, China ware, cochineal, nankeen cloth, tobacco, drugs, &c., altogether amounting to about 18 millions of dollars per year. The imports from Great Britain and from British India are very numerous, consisting of cotton, iron, silk and woollen manufactures, cotton twist, raw cotton, lead, opium, sandal wood, pepper, rattans, tin, quicksilver, watches and clocks, ivory, skins, rice, &c., amounting in gross to 20 millions of dollars per annum.

CANVAS. A coarse strong cloth, made of hemp or flax, and used according to its quality for sail cloth and other purposes; hence the expressions among sailors of a ship carrying her canvas well, the wind shivered every stitch of canvas, and others similar. Canvas according to its degree of fineness is distinguished by the Nos. 1, 2, and so on to 8; this last being the thinnest and finest. There is canvas also of other kinds; one woven with the threads distant from each other, and used for working tapestry; and another sort coarse and sometimes much stiffened, used for lining or strengthening articles of clothing, covering walls previous to papering, packing dry goods, &c.

CAOUTCHOUC, CALLED ALSO **INDIAN RUBBER,** AND **GUM ELASTIC.** This curious substance is the inspissated juice or sap of several plants. The principal supplies are from S. America, and are derived from the *Siphonia elastica*, and other plants. Its general properties and uses are well known. Among its more recent applications are those of elastic woven fabrics, formed of caoutchouc stretched into threads and covered with cotton, and a variety of water-proof clothing, which is made by interposing a layer of caoutchouc between two folds of the cloth, and then forcibly uniting them by pressure. For this purpose the caoutchouc is dissolved by coal naphtha, and in that state brushed over the surfaces which are to be united. Previous to 1830 the importations of caoutchouc were inconsiderable; in that year they amounted to about 52,000 lbs.; in the year 1841 to the vast quantity of 721,280 lbs. It pays a duty of 1s. per cwt.

CAP. That part at the top of one mast to which an upper mast is fastened. It is a strong thick block of elm, having a round hole and a square hole cut through it. The latter fits on to the top of the lower mast, while the upper mast slides up and down through the round hole by the side of it. *Cap of a gun.*—See *Apron*. *To cap a rope*, is to cover the end of it with tarred canvas.

CAPACITY. The solid contents of any body; also our hollow measures for beer, wine, corn, salt, &c., are called measures of capacity.

CAPE. A promontory or headland which projects into the sea more than the rest of the coast.

CAPE MADEIRA. A heavy sweetish wine, imported from the Cape of Good Hope.

CAPE OF GOOD HOPE AND CAPE TOWN. A British colony and the chief port belonging to it, situated at the southern extremity of Africa. The colony extending into the interior as far as the 29th degree of S. latitude. The Cape territory is in general rugged and barren, except the country of Albany on the NE. frontier, and that of Natal on the East. The climate of the whole is delightful, al-

lowing the free growth of thousands of the most beautiful and useful plants. The wine called Constantia, from a district of that name near Cape Town, is well known and esteemed as an excellent sweet wine. The ports are few, and in bad condition. The principal are Cape Town, the capital and seat of government, situated on Table Bay, and Port Elizabeth, in Algoa Bay, the shipping place for the east part of the colony. The exports in 1837 from these territories generally were as follows:—Wine, 1,122,906 gallons; wool, 351,824 lbs.; together with a large quantity of horns, hides and tallow, goat and sheep skins, flour, beef and pork, butter, ostrich feathers, aloes, ivory, &c.; the aggregate value of which was in that year £368,874, while the imports for the same period, and which, with the exception of brandy, wine, and spices, is almost wholly of British manufactured goods, amounted to more than double the value. Cape Town contains 20,000 inhabitants, and the whole colony 190,000. The extent of the colony measuring about 100,000 square miles.



Cape of Good Hope and Table Mountain.

CAPERS. (*Capres* Fr. *Kappern* Ger. *Kappers* Du. *Cappari* Ital. *Alcaparras* Spa. *Kaperszii* Russ.) The pickled buds of the *Capparis spinosa*, a low shrub of the southern part of Europe. Those used in this country are imported from many parts of the Mediterranean, and particularly from Toulon, in France. The quantity of capers used is very great, amounting in 1841 to about 100,000 lbs. weight, including the pickle they are kept in. The duty is either 6d. or 3d. per lb., according as they are brought from an English possession, or a foreign country.

CAPHAR. A duty levied by the Turks upon all Christians who trade from Aleppo to Jerusalem, and other parts of Syria.

CAPIAS, in law, a writ of two sorts, one before judgment in an action, and the other after. That before judgment is called *capias ad respondendum*, where a writ is sued out to take the defendant, and make him answer the plaintiff. That after judgment is called *capias ad satisfaciendum*, which lies where any person recovers in a personal action, as for debt, damages, &c., in which case this writ issues to the sheriff, commanding him to take the body of him against whom the debt is recovered, who is to be kept in prison

until the debt is paid. This is called by lawyers a writ of *ca sa*, and in common language, is called an execution. The act for the abolition of imprisonment for debt has much modified the granting of writs of this description.

CAPITAL. In political economy, signifies the sum of money which individuals bring to make up the common stock of a partnership when it is first formed. It is also said of a stock which a merchant or other person invests in any particular concern; likewise the fund of a trading company or corporation, in which sense the word *stock* is generally added to it, or used instead of it. Thus we say the *capital stock* of a bank. The capital is opposed to that of profit or gain, though the profit is often added to the capital, and thereby increases it. Thus a person living upon his profits is very distinct from one who lives upon his capital. Capital is distinguished into *fixed* and *floating*. Fixed capital consists of those articles of a durable nature, which contribute to production, and yet are not themselves of a disposable nature; such are roads, canals, houses, docks, machines, and implements. Floating capital or circulating capital, is that which is necessarily used or consumed in producing other capital, such are raw material, food, clothes, and all articles to be consumed. But be it observed, that these terms are sometimes both applicable to the same object; for example, if a grazier keep stock to breed from, that stock is his fixed capital, but the stock which is the produce of these, and which he breeds merely to sell, constitutes his floating capital.

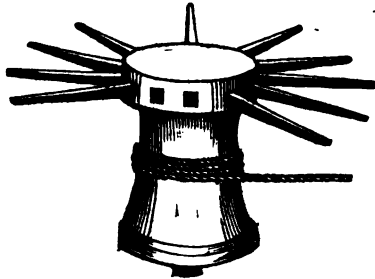
CAPLAN OR CAPELIN. A small fish, which abounds in those places which are frequented by cod, particularly at Newfoundland. It has been brought here lately dried, and is used in the places where it is found for baiting the fisherman's hooks in the taking of cod fish.

CAPPADINE. The floss silk remaining after the best is wound from the pod of the silkworm.

CAPSIZE. To turn over.

CAPSTAN. A strong massive column of timber, tapering upwards, and having cut in its upper extremity several square holes to receive the capstan bars or levers. It is let down perpendicularly through the decks of a ship, and placed in such a manner that the men, by turning it horizontally by the bars, may perform any work which requires an extraordinary effort, as heaving in the cable, or winding up the masts, yard-arms, &c. The round top of the capstan is called the *drum head*; the part beneath this, and about which the rope coils, is called the *barrel*. If this part be strengthened, and increased in size by upright pieces of timber or iron bolted on, these pieces are called the *whelps*. There are two small bolts of iron also on the deck, to prevent the capstan from returning

by any sudden jerk, or when the labour ceases; these are called the *pawls*. *To man* the capstan is to place the sailors at it in readiness to heave. *To rig* the capstan is to fix the bars in their holes, and to fasten them there by the small pins which are intended to confine them. *To surge* the capstan is to slacken the rope wound round upon it, of which there are generally $2\frac{1}{2}$ or $3\frac{1}{2}$ turns about the barrel at once. *To heave in* at the capstan is to go round with it, by pushing with the breast against the bars, and drawing in of any rope by which the purchase is created. *To come up* the capstan is to turn it the contrary way, and thereby to let out some of the rope which has been wound around it. *To pawl* the capstan is to fix the pawls so that it shall not recoil during the time of heaving.



CAPTAIN. The chief acting commander of a ship. In small merchant vessels he is usually called master, and has equally the charge of the ship and cargo. *Captain* is also a title applied to the chief of particular gangs of men, as captain of the after-guard, captain of a gun, captain of the main-top, &c.

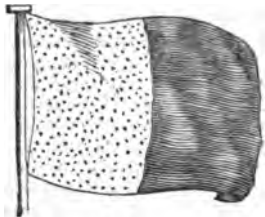
CAPTURE. A prize taken by a ship of war at sea.

CARABINE OR CARBINE. A short gun, with a rifled or spirally-twisted barrel; it has a greater range, and is more true to a mark than an ordinary musket, because the rifle of the barrel impedes the ball, which thereby makes the greater resistance at the first inflammation of the powder, and giving time for the whole charge to take fire before it goes out of the bore, it is at length thrown out with greater force than from the common gun.

CARACCAS. The capital of Venezuela in South America; once a large and populous city, now in ruins, and to be known in commerce only as the centre from which the very limited trade of Venezuela is carried on with Europeans. This consists chiefly in hides, cocoa, and other articles, belonging either to the trade of the West Indies on the one hand,

CAR

or Brazil on the other. The flag of Caraccas is represented beneath :—



CARACORE. A light vessel, used by the natives of Borneo and the islands adjacent, and by the Dutch as protective vessels on those coasts. They are high at each end, and chiefly navigated by paddles.

CARAGE. A measure of lime = 64 bushels.

CARAGI. A term in the Grand Seigneur's dominions for the duties of importation and exportation paid on merchandize. It is also the name of the custom-house officers who receive the duties. The general or chief officer, or director of the custom-house, is called *Caragi Bachi*.

CARAT. An indefinite or imaginary weight, used in the assaying of the precious metals. (See *Assay*.) Also a definite weight for diamonds and pearls; a carat of diamonds being equal to 4 troy grains, and a carat of pearls $\frac{2}{3}$ of a troy grain.

CARAVAN. A company or assemblage of travellers, and more particularly of merchants, who for their greater security, and in order to assist each other, travel together through the deserts and other dangerous places, which are infested with Arabs and robbers. In order to form a caravan, it is necessary to have the permission in writing of a governor or sovereign prince. There are two chief sorts of caravans, called heavy and light, according to the weight which the camels are loaded with. Camels loaded with from 5 to 600 lbs. weight are called heavy; light caravans being the term applied to those less heavily loaded, or only half loaded. The mean daily rate at which heavy caravans travel is $18\frac{1}{2}$ miles a day; light caravans at 22 miles a day. The time of travelling is from 3 or 4 o'clock in the afternoon throughout the night till an hour or two after sunrise. The whole internal trade of the East, and also that of N. Africa, is carried on by means of caravans.

CARAVANSERAI. A large public building or inn, appropriated to the reception and lodgement of the caravans. In caravanserais of this kind travellers find nothing but water and shelter; all other necessities they must bring with them. Caravanserais are also common in cities, where they are better furnished, and serve not only as inns, but also as shops and warehouses.

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CARAVEL. A light, round, old-fashioned ship, with a square poop, formerly used in Spain and Portugal. Also a vessel of 12 or 30 tons burden, used in the herring fishery on the coast of France.

CARBUNCLE. A name sometimes given to the precious garnet.

CARCADOR. A name which the Dutch have borrowed from the Portuguese, signifying a ship broker.

CARD OF A COMPASS. The circular paper on which the different points of the compass are depicted. Some compass cards are attached to the magnetic needle, and turn with it; others are fixed to the box of the compass, the needle alone turning round.— See *Compass*.

CARDAMON SEEDS. Bitter seeds used in medicine, and by the distiller in the making of bitters. They are obtained from small plants growing in India, Ceylon, and Java, and are of two sorts, the lesser and the greater cardamons. The lesser are the product of *Elettaria cardamomum*, which is produced in great abundance on the Malabar coast. They are small, almost black, nearly triangular, with an intensely bitter aromatic taste and fragrant smell, and are inclosed in a triangular membranaceous capsule, pointed at both ends, about $\frac{1}{2}$ an inch long, and three-seeded. The greater cardamon seeds or the grains of Paradise seeds are the produce of the *Amomum granum paradisi*, cultivated in Ceylon and Java. Cardamon seeds are packed in large chests, well jointed, and pitched at the seams. The import duty is 2d. per lb.

CARDINAL POINTS. The east, west, north, and south points of the horizon, or of the compass, are so called.

CARDINAL WIND. Those which blow from the cardinal points.

CARDS OR PLAYING CARDS. The manufacture and sale of these articles are regulated by law. By the statute 9 Geo. IV, c 18, it is enacted, that every maker of cards shall take out an annual licence of £5; shall pay a duty of 1s. per pack upon all cards made, which shall be stamped or printed upon the ace of spades. The manufacture to be confined to London, Dublin, and Cork, under penalty of £100. No playing cards shall be sold as waste cards, unless a corner of every such card be cut off, at least half an inch in depth, nor unless the same shall be sold or exposed to sale in parcels, without being inclosed in any wrapper or paper, or other cover. Second-hand cards may be sold as such, if in packs of 52 each, including an ace of spades, duly stamped, if inclosed in a wrapper, on the outside of which is stamped or written legibly the words *second-hand*. All foreign cards brought into this country must have the name of the maker thereon, and pay an import duty of £4 per dozen

packs, which is a complete prohibition. The total duty levied upon English and Irish made cards is about £14,500 per annum.

CAREENING. The operation of heaving a ship down on one side, by the application of a strong purchase to her masts, which are properly supported for the occasion, to prevent their breaking with so great a strain. By means of careening, one side of the bottom being elevated above the surface of the water may be cleaned from any filth which adheres to it. When a ship is careened every thing is taken out of her, but this operation is now nearly superseded by sheathing the ships with copper, whereby they keep a clean bottom for several years. A ship is also said to careen when she inclines to one side by a press of sail.

CARGA. A liquid measure in Barcelona, equal to 27½ imp. galls.; also a Spanish weight. In Candia it is a corn measure, equal to 4½ English bushels.

CARGO. The lading or whole quantity of whatever species of merchandize a ship is freighted with.

CARL'OR. A gold coin of Brunswick, worth 16s. 4d. sterling.

CARLINES. Pieces of oak timber, about 8 feet long, ranging along fore and aft, and intended to brace, and consequently to strengthen, the weaker of the deck beams, the ends of the carlines being attached to, and inserted in the larger beams.

CARLINO. A small coin, current in Naples and Sicily.

CARMEN, of the city of London, are constituted a company or fellowship, by act of common council. The rates which they are allowed to charge, and the regulations by which they are guided, are settled at the quarter sessions. In other respects they are subjected to the president and governors of Christ's hospital, to whom the owner of every cart pays an annual licence of 17s. 4d. Car-men are obliged to have a brass-plate with a number engraved legibly upon it, by observing which, any person who has a complaint against the driver, may learn his name at the office at Christ's hospital, where it has been previously registered. Carmen exacting more than their due are subject to twenty-one days imprisonment; and for riding on the shafts, or within their carts, leaving no one to guide the horses, are liable to a fine of 10s.

CARNELIAN.—See *Agate*.

CAROLIN. A gold coin of Bavaria and Wurtemberg, worth £1 sterling.

CARPET. (*Teppiche* Ger. *Tappeten* Du. *Tapis* Fr. *Tappeti* Ital. *Alfombras*, *Alcatifas* Spa. *Kowrii*, *Kilimi* Russ.) A well-known article of domestic furniture; the principal manufacture of which is in Turkey, Persia and England. In the latter country, the chief districts of the carpet manufacture

are Kidderminster in Worcestershire, Wilton in Wiltshire, Axminster in Devonshire, and in Yorkshire. Carpets are made of excellent quality also in Kilmarnock, Edinburgh, and Stirling in Scotland. The term Kidderminster carpet also shows a particular class of manufacture, and includes those carpets made in Scotland and in Yorkshire. The kind called Brussels carpet is made chiefly in Wilton. Axminster carpets are some of them of most beautiful and durable character, made at that place and at Edinburgh; they have a pile in the manner of rugs, and many of them will nearly match the Turkish. It is estimated that the carpets made in this country annually are valued at more than £1,000,000 sterling. We export great quantities to the United States, but scarcely to any other country in any great amount.

CARRAWAY. A biennial umbelliferous plant, the seed of which is used in confections and pastry, in making the liquor called carraway cordial, and in medicine as a carminative. The plant is called by botanists *Carum carui*; it is cultivated in Essex, and the seed is largely imported from Holland, at a duty of 10s. per cwt., and which is double that required if brought from a British possession.

CARRIAGES of all sorts, when imported, pay a duty of 20 per cent.

CARRICK BEND.—See *Bend*.

CARRICK BITS. A frame of timber which supports the windlass.

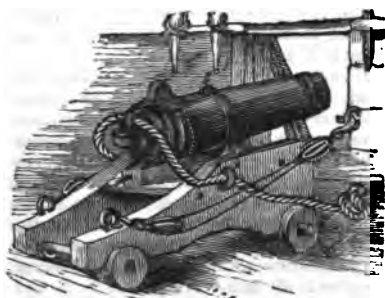
CARRIERS. This term includes by law all conveyors of goods inland for hire, whether carters, waggoners, coachmen, bargemen, mail-coach proprietors, or others. All of whom are liable equally with innkeepers, shipowners, &c., for the safety and due deliverance of property entrusted to them and in the condition in which they receive it, unless it have suffered from "an act of God, or the king's enemies." Carriers are not liable for the loss or injury of gold or silver, jewellery, watches, clocks, trinkets, notes or other securities for money, stamps, maps, writings, title deeds, paintings, engravings, plated articles, glass, china, silk, furs or lace, whether delivered to be conveyed, or accompanying a passenger, when the value exceeds £10, unless the value has been declared at the booking office, or other proper place, and the usual increased charge paid thereupon. The rate of increased charge must be published, by notice affixed in legible characters on some conspicuous part of the office. When the increased rate be paid, the receiver must give a receipt without stamp, otherwise he becomes liable at common law. Carriers are liable relative to other goods, notwithstanding any advertisement to the contrary. A general carrier cannot refuse to take any goods if he have room for them, unless they are of such a nature as to injure other goods which he

CAR

may be conveying. A carrier may retain goods, until the carriage of them be paid for, but he must not retain them on account of previous charges or debt.

CARRO. A Neapolitan liquid measure = 264 gallons English.

CARRONADE. A short piece of ordnance, lighter than the common cannon, and having a chamber for the powder like a mortar. From their peculiar shape and construction they carry a heavy ball, and are used in a ship on the upper works, as the poop and fore-castle. They are much used in a close engagement at sea, mostly in frigates, sloops and small vessels. A carronade with its *breaching* and other ropes is seen below.



CARRY AWAY. In nautical language, is to break, as that ship has carried away her fore-topmast, that is broken it short off.

CARTE BLANCHE. A blank paper, signed at the bottom with a person's name, and sometimes sealed with his seal, giving another person power to superscribe what condition he pleases.

CARTEL. A ship commissioned in time of war, to exchange the prisoners of any two hostile powers, or to carry a proposal from one to another; for this reason the officer who commands her is particularly ordered to carry no cargo, ammunition, or implements of war, except a single gun, for the purpose of firing signals.

CARTERS.—See *Carmen* and *Carriers*.

CARTHAGENA. A city and sea-port of Terra Firma, in S. America. It is one of the best ports in the world. The place maintains a great trade with the countries of Mexico and Peru, and no small one with Jamaica and other parts of the West Indies.

CARTHAMUS.—See *Safflower*.

CARTRIDGE. A case of paper or flannel, or partly of both, fitted to the bore of a gun, and containing exactly its proper charge of gunpowder.

CARVEL WORK. The usual way of planking vessels, that is, placing the edges of the planks so as to touch each other, and calking them afterwards to make them tight. The term is used in contradistinction to clincher

CAS

work, or the method of building wherries, in which the edges of the planks overlay each other.

CASCARILLA BARK. This medical substance, and which is used as a tonic, is imported in quills, whitish, and rough on the outside. It has an agreeable smell, and a moderately bitter taste, accompanied by an aromatic warmth. The duty is 1s. the cwt.

CASE. A box made of wood, and sometimes lined with tin, for packing goods for exportation. Occasionally used to signify a certain quantity; thus a case of crown glass usually contains 24 tables, sometimes less; of Newcastle glass 35; of Normandy glass 25.

CASH. The general name for money, and also sometimes applied to checks, bills, bonds, and other property, which is immediately disposable for cash, and which possesses a determined and acknowledged value. Cash is also the name of a small Chinese coin. *Cash account* in book-keeping is an account in which nothing but cash is entered, either as received or paid. In large concerns a separate book is kept for this purpose, called the *cash book*; in smaller transactions a leaf or two of the ledger is devoted to the purpose of the cash account. When the credit side more than balances the debit or disbursement, the account is said to be in *cash*; when the contrary to be *out of cash*. *Cash credit* in banking particularly relates to Scottish banks, and signifies an account of the advances made by a banker to an individual who has given security for the re-payment. *Petty cash* is an account of such trifling disbursements as it would be tedious and inconvenient to introduce separately in a merchant's general cash book; they are therefore inserted in a separate book, called a *petty cash book*, and the aggregate only of them carried forward at stated or convenient times.

CASHEW NUTS. (*Akajuniuse* Ger. *Catsjoenooten* Du. *Noix d'Acajou* Fr. *Acaju* Ital. *Nozes d'acaju* Por.) The produce of a tree which bears a great resemblance to the walnut tree, and the leaves of which have a like scent. It grows abundantly in the W. Indies and in the tropical parts of S. America, particularly Paraguay and Brazil. The flowers are inconspicuous, the leaves broad and large, and the fruit a fleshy mass, like a pear in appearance, to the end of which the nut is appended. This is of an agreeable subacid taste, and may be fermented into a kind of wine, or distilled into arrack. The nut, and which is the only part that can be imported here, on account of the perishable nature of the fleshy portion, is kidney shaped, and attached at the end of the apple. It is inclosed in two shells, between which there is a native inflammable oil, which is so caustic that it will blister the skin. The kernel,

contained in the second or inner shell, is of a very fine flavor, and used to give a pleasant taste to some products of cookery. It also greatly improves the flavor of chocolate, and when roasted of Madeira wine. The nut is highly esteemed in Brazil, and the oil of the shells used as an indelible ink for linen, &c.



CASHIER. One who keeps and is accountable for monies received, and their just distribution. Cashiers of the bank are officers whose duty it is to sign the notes which are issued, and examine and mark them when presented for payment.

CASK. (*Baril*, *Tonneau* Fr. *Tass* Ger. *Barri* Port.) A vessel made sufficiently close to hold liquids, of staves or separate pieces of wood pressed to each other's edges by means of hoops driven on externally, the ends being closed by cross pieces inserted in grooves. Those intended for dry goods are not made so close, and are called *dry casks*, and in some instances *cases*; when made of an oval or flattened form, as they sometimes are for the use of the publican, they are called *bar-casks*. A cask may be of any size from 3 to 252 gallons; all beyond this size are denominated *backs*, below this *bottles*. Casks which are made to stand on one of their ends are often of a tapering form, and with straight sides; but ordinary casks are widest in the middle, and gradually narrow towards each end. The thickest part is called the *bouge* or *bulge*; the end of the cask all round is the *chime*; half way between these parts goes by the name of the *quarter*, and the ends are denominated *heads*. Casks, as well as other empty packages of British manufacture, exported with merchandize and returned, are admitted to enter duty free, and also casks from which wine or spirits have been racked, drawn off, or destroyed; but foreign casks imported pay an *ad valorem* duty of 25 per cent.

CASSAVA OR MANDIOC.—See *Tapioca*.

CASSIA. There are four species of cassia known in commerce, namely, cassia buds, cassia fistula, cassia lignea or cassia bark, and cassia senna. *Cassia buds* and *cassia bark* are produced from the same tree, the *Laurus cassia*, growing in Sumatra, Borneo, the Malabar Coast of India, the Philippine Islands, &c., but chiefly around Canton and

in other parts of China, whence we obtain the greatest quantity. The tree grows to the height of 50 or 60 feet, with large spreading horizontal branches. The bark resembles that of the cinnamon in appearance, smell, and taste, and is very often substituted for it; but it may be readily distinguished, being thicker in substance, less quilled; it breaks shorter, and is more pungent. It should be chosen in thin pieces, the best being that which approaches most to cinnamon in flavor. Malabar cassia is thicker and darker than that of China. The importation by the British is enormous, amounting in some years to near upon 2 millions of lbs. weight, but a great portion of this is re-exported to the West Indies, Europe, Canada, &c. The quantity entered for home consumption in 1841 was about 160,000 lbs. It pays a duty from India of 1d. per lb., from China, Sumatra, &c. of 3d. *Cassia buds*, of which none appear to have been entered for home consumption in the year above mentioned, are the flower buds of the cassia tree, and resemble in appearance small cloves, but have a fine taste of cinnamon. The duty is 3d. and 6d. per lb., according to their country of growth. *Cassia fistula*, the tree which produces this medicinal substance, is of a totally different character to the last. It grows in the E. and W. Indies, and in Egypt. The fruit is the woody, dark brown pod, about the thickness of the thumb, and sometimes as much as 2 feet long. Those brought to this country are mostly from the W. Indies, and are packed in casks and cases; but a superior kind is brought from the E. Indies, and is easily distinguished by its smaller smooth pod, and by the greater blackness of the pulp. The pods should be chosen weighty, and not rattling when shaken. The duty is 5s. per cwt., and the importation very small. *Cassia senna*.—See *Senna*.

CASSENETTE. A fabric made of very fine wool, sometimes tastefully mixed with silk or cotton. It differs from valentia and toilnette in having its twill thrown diagonally. It is used for lining of rooms.

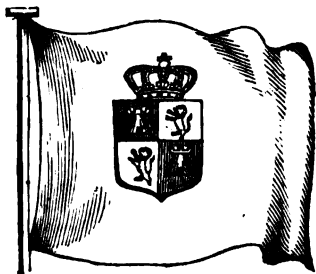
CAST AWAY. The state of a ship which is lost or wrecked.

CAST OFF. To cast off, is in nautical language to untie.

CAST OF THE LEAD. The act of one heaving the lead into the sea, to find what depth of water there is.

CASTILE AND LEON. The kingdom of Spain, though nominally under one head or government, is divided into several kingdoms, separated from each other by for the most part natural boundaries, and remaining perfectly distinct in habits, feelings and prejudices, and in some also in political distinctions; thus, Castile, Catalonia, Galatia, &c. have each a distinct flag. Old Castile and Leon are

united together, and although they scarcely touch the sea, and consequently have no commerce, and from other causes little manufacturing importance, yet they are introduced to show the flag belonging to them.



CASTING, in navigation, the motion of falling off, so as to bring the direction of the wind on one side of the ship, which before was right a head. The term is particularly applied to a ship riding head to wind, when her anchor first loosens from the ground.

CASTOR. Particular glands or bags found in both sexes of the beaver; they are of various shapes and sizes, covered with a thick skin filled with an unctuous liquor, which grows hard on keeping, and is of an acrid, bitterish, nauseous taste, and a strong but not at all agreeable scent; it was once used in medicine. This use is discontinued in this country, but castor is still employed to a small degree in certain articles of perfumery. The scent is similar to that of musk, the best was brought from Russia; now all we get is from Canada, and of inferior quality to the Russian castor. The duty is 2s. the cwt.

CASTOR OIL. (*Huile de ricin* Fr. *Rizinus Korner* Ger. *Ollo di ricino* Ital.) Is prepared from a plant extremely common in the E. and W. Indies, America, and the S. of Europe, from the two former of which places most of that which we receive, comes. The oil is extracted from the seeds, by grinding and pressing them. The oil which runs out by this process is almost colorless, mild in flavor, keeps well, and is called *cold drawn* castor oil. The quantity extracted by this means however, is not so great as that produced when the seeds are boiled before they are pressed. This oil however is of a darker color, stronger flavor, and more readily becomes rancid. One gallon of nuts yields one quart of oil. Castor oil is one of the mildest, most certain, and most valuable aperients we have. The castor nuts or seeds are now also imported in considerable quantities, and the oil manufactured in this country. Castor oil pays an import duty of 1s. 3d. per cwt.

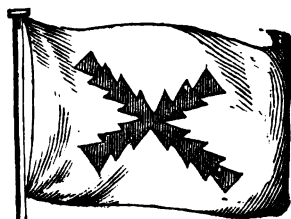
CASTS. Impressions, figures, or statues, formed of plaster of Paris, sulphur or other

substances, are imported at a duty of 2s. 6d. per cwt.

CAT. CAT-FALL. CAT-BLOCK. CAT-HEAD. A cat is an old name for a collier, also a strong tackle used to draw the anchor up to the cat-head. The rope of this tackle is called the *cat-fall*, and which reeves through the *cat-block* below, and the sheaves at the end of the cat-head above; the *cat-heads* being those horizontal pieces of timber which project beyond the bow of a vessel, one on each side of it. The anchor being hooked by the cat-block remains suspended by this apparatus until let go, and is caught up by it when being heaved into the vessel.

CATALOGUE. An enumeration of goods, particularly those intended for sale.

CATALONIA. A province on the N.E. extremity of Spain, bounded eastward by the Mediterranean Sea, and containing the great commercial city of Barcelona. The provincial flag of Catalonia is as follows:—



CAT-BLOCK.—See *Cat*.

CATECHU, (*Cachou* Fr. *Katchu* Ger. *Cutti*. Hind. *Cateca* Ital.) formerly called terra japonica, is a brown, earthy, astringent substance, prepared by extracting the coloring matter and tannin of the wood of *Acacia catechu*, a tree growing in Hindoostan. Catechu contains nearly eight times as much tannin as oak bark, hence it is valuable in tanning, as it is also as an astringent in medicine. There are two kinds, one of a yellowish brown color from Bombay, and an inferior sort from Bengal. Catechu is consumed in enormous quantities in Malacca and other betel-chewing countries. It is imported into this country in bags or small chests, containing 3 or 4 cwt. each. That which is heaviest and most compact, and at the same time of a clear chocolate brown color, is esteemed the best.

CAT-FALL.—See *Cat*.

CAT HARPINGS. Small ropes serving on boardship to brase in the shrouds of the lower masts behind their respective yards, for the double purpose of making the shrouds more tight, and of affording room to draw the yards in more obliquely, to trim the sails for a side-wind, when they are said to be close hauled.

CAT-HEAD.—See *Cat*.

CAT

CAT-LINES OR CAT-GUT. Cord made of the twisted intestines of the sheep. There are different kinds, as clock-maker's cord, bow-string cord, hatter's cord, lathe bands, strings for the harp, violin, &c. All the kinds are made in this country, but those required for musical instruments are manufactured of superior quality in Italy, whence they are imported. The duty is 3*s.* per gross, containing twelve dozen knots.

CAT HOLES. Holes cut in the side of a vessel as near as possible to the capstan; their use is to heave the ship astern upon occasion by a hawser or cable, called a *sternfast*.

CAT SALT. A very beautiful granulated kind of common salt, which is formed out of the bittern or beach brine, that runs from the salt when taken out of the pan. It is chiefly used in the manufacture of hard soap. When the common salt is taken from the boiling pans, it is put into long wooden troughs, with holes bored at the bottom for the brine to drain out; under these troughs vessels are placed to receive this brine, and across them small sticks, to which the cat salt fixes itself in large and beautiful crystals.

CAT'S EYE. A precious stone, found in the island of Ceylon and on the Malabar coast of India. It is generally of a greenish white color, and has a peculiar play of light upon its surface.

CAT-SKINS. The skins of cats, particularly those of the wild cat, are used as a common fur for children's tippets, hats, &c.; when imported, the duty if undressed is 1*s.* per dozen, or if from one of our own possessions, 6*d.* per dozen. The imported cat-skins, or rather the skins so called, are brought from Hudson's Bay, in N. America. The animal from which they are taken is much larger than the English cat, and is sometimes called the *loup cervier*, or the Canadian lynx.



CAT'S PAW. A light air of wind perceived at a distance in a calm by the impression made on the surface of the sea, which it sweeps very lightly, and then passes away.

CATSUP.—See *Ketchup*.

CATTLE.—See *Animals*.

CATTY OR CATTI. The Chinese lb., equal to 1½ lb. English.

CAU

CAULKING.—See *Calking*.

CAVALLO. A copper coin of Naples, worth ¼ part of a penny.

CAVEAR. A money of account at Mocha, worth a trifle more than ¼*d.*; 80 cavears being equal to 4*s.* 3*d.* English.

CAVEAT. A caution, particularly applied to certain law courts, whereby a person is forbidden to do certain acts, or the court to grant certain privileges; as a person wishing to take out a patent which infringes upon another, the person injured may enter a caveat against his being allowed to do so. So in the spiritual or ecclesiastical courts a caveat may be entered to stop probates, administrations, faculties, &c., from being granted without the knowledge of the party that enters it. A caveat stands in force for a certain time, generally three months.

CAVIARE. CAVIAR. (*Caviar* Fr. *Kaviar* Ger. *Caviario* Ital. Spa. *Ikra* Russ.) A kind of food made of the roes of sturgeons and other large fish. It is made in many parts of Russia; that brought from the Wolga, in the neighbourhood of Astrachan, is most esteemed. It is of a dark red color, and of a saltish fishy taste and smell. It is but little eaten in this country, but among the Italians is considered as one of the greatest delicacies, as it is also by the Russians themselves. The preparation is understood to be merely the separation and cleaning of the roes, the washing them then in vinegar, and afterwards placing them in the air to dry. It is packed usually in small kegs; the inferior sorts are made into cakes. The duty is 5*s.* per cwt.; not above a ton and a half are consumed here per annum.

CAYENNE OR RED PEPPER. A pungent kind of pepper, much used for culinary purposes. It derives its name from the island of Cayenne, on the coast of Guiana in S. America, of which the plant is a native, though it grows abundantly over both the W. and E. Indies, and is often cultivated here also; different varieties bearing the names of capsicum, chilies, Guinea pepper, bird pepper, &c.

CEDAR. There are several species of trees known by this name, totally different in character from each other, hence much difficulty is experienced in distinguishing them. The cedar of Lebanon or great cedar, *Pinus cedrus*, is a lofty majestic tree, whose wood is of light brown and straight grained, but with little fragrance. The *pencil* cedar is the *Juniperus virginiana* or Virginian juniper; it is a soft, red, very fragrant wood, durable, but one of little strength. Another species is the *Juniperus Bermudiana*, a wood much harder and heavier than the former, and used extensively in such ships as are built in the W. Indies; it is said to be imperishable, and is as strongly scented as the last kind. The cedar known to cabinet makers by the name

CEM

of Havannah cedar is the wood of the *Cedrela odorata*. This is of the same family as mahogany, which the wood resembles, although it is softer and paler, and without any variety of color. It is imported in considerable quantities from Cuba, and is excellent for the inside of drawers and wardrobes. All the cigar boxes from Havannah are made of this kind of cedar, which is brittle and porous. Another kind, resembling the last, but of a larger size, and a redder color, comes from New South Wales, and is the wood of the *Cedrela toona*; the logs sent here are sometimes 4 feet in diameter. The cedar which grows in the North of Spain and in the Levant is, like the pencil cedar, the produce of a species of juniper called *Juniperus oxycedrus*, while the white cedar of N. America, a less valuable wood than the red cedar, is the produce of a species of cypress, *Cupressus thyoides*. The name cedar is also applied to numerous other woods, particularly those of our colonies.

CEMENT. A substance used for joining or covering bodies, in order to keep them from being acted upon by fire or some other agent. Its nature differs according to the purpose for which it is employed.

CENSAL. A broker, so called in Provence and in the ports of the Levant. Censals negotiate bills of exchange for the merchants; they also purchase and dispose of merchandise for a commission or brokerage.

CENT. An abridgment of *centum*, is used to express the profit or loss, duty, commissions, charges, &c. &c., upon each hundred, whether of value or number. Thus we say, a profit of 5 per cent., meaning a profit of the value of £5 upon every £100, or a twentieth part. So also if a broker charge $\frac{1}{2}$ per cent. it would imply that he was to receive 2s. 6d. upon every £100 negotiated. It may also apply to number as well as to value; thus a farmer may with propriety speak of 10 per cent. of his cattle dying, or a ship owner admit that not more than 1 per cent. of certain ships were lost in a particular time, &c.

CENTNER. A German and Dutch weight = 112 lbs. English.

CENTRAL AMERICA.—See *America*.

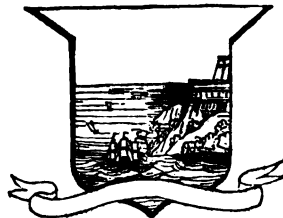
CERTIFICATE. A paper testifying to certain acts therein stated, as having been done by the person to whom the certificate is given; thus a certificate of bankruptcy is a testimonial on the part of a certain proportion of creditors that the bankrupt has surrendered, and conformed himself to the rules. So also a certificate in the customs testifies that the trader, having performed the requisite stipulations, is entitled to drawback or other matter sued for.

CERUSE. White lead; a substance used by the oil painter to form a white color. It

CEY

is made by exposing metallic lead to the fumes of vinegar.

CEYLON. A magnificent island belonging to Great Britain, lying near the south point of India. The extreme length from north to south is about 250 miles, and breadth from east to west 140 miles. The chief town or seat of government is Colombo in lat $6^{\circ} 57'$ N. and lon. 80° E. where nearly the whole maritime trade of the island is carried on. It is a handsome town, defended by a strong fort. The harbour is far surpassed by that of Trincomalee, 150 miles NE. from Colombo. The whole population is about $1\frac{1}{2}$ millions. The western shore is low; the eastern bold and rocky; the south with lofty cliffs. The chief products are cinnamon, cocoa nuts, rice, coffee, cotton, tobacco, sugar cane, pepper, cardamoms, and areca nuts; together with many valuable timbers, especially teak, calamander wood, ebony, rose-wood, satin-wood, sapan-wood, and others in rich profusion. The value of the exports to Great Britain are estimated at $\frac{1}{2}$ million annually, while their imports from us, consisting of wines and English manufactured goods, £100,000; and nearly twice as much from India, comprising rice, drugs, cloth, sugar, and opium. The seal of this colony is as follows:—



CHAFN. To rub or fret the surface of a cable, mast, yard, &c.

CHAIN. In surveying, is a measure made of 100 links of wire united together, each link being 7·92 inches; and the whole chain 22 yards or 4 poles. It is used in measuring land, 10 chains in length and 1 in breadth forming an acre.

CHAINS. In common language, a series of iron links united together so as that the whole shall be continuous and flexible. The chains of a ship are the long links which are bolted to the ship's sides, opposite to and for a short distance beyond each mast. They pass through horizontal pieces of timber called the channels, and are used to contain at their upper ends the blocks called *dead eyes*, by which the shrouds of the mast are extended. *Top chains* are chains fastened round the lower yards of a ship in time of battle, to prevent their falling down should their tackling be shot away, or so injured as to be unserviceable.

CHALCEDONY.—See *Calcedony*.
CHALDER. An old Scottish corn measure, which contained 16 bolls.

CHALDRON. A heaped measure, formerly for coals, lime, fish, potatoes, and other coarse commodities, but now prohibited. It contained for London 12 sacks or 36 heaped Winchester bushels. The Newcastle chaldron was double this.

CHALK. (*Craie* Fr. *Kreide* Ger. *Crida* Port. *Nigel* Russ. *Greda* Spa.) A well-known carbonate of lime, of a white color and soft texture. It composes a great portion of the cliffs in the S. and S.E. of England. Purified by grinding and washing it forms whiting and Spanish white. Its uses are the formation of lime, as a marking material, as a paint or white-wash, and for polishing glass and metals. The harder kinds of ochre are also called chalks, as red chalk, yellow chalk, &c., but such terms are convenient rather than accurate. The same may be said with black chalk, one kind of which is prepared charcoal; another a material manufactured of lamp black, &c.

CHAMBER OF COMMERCE. An assemblage of traders and merchants, where affairs relating to trade are carried on. There are establishments of this sort in most of the chief cities of France.

CHAMBER OF INSURANCE. In France it denotes an insurance company. In Holland it is a court of justice where causes relating to insurance are tried.

CHAMBERLAIN OF LONDON. An officer of the city of London, whose duty it is to keep and receive the city money, to admit persons to the freedom of the city, and to preside over all affairs relating to apprentices who are bound to freemen of the livery companies. His office is annual, but it is customary to re-elect the same person during his life, unless chargeable with some misconduct in the management of his office. The *Lord Chamberlain* is one of the three great officers of the queen's household; he has the control over and guard of the private apartments of the sovereign, and of all the offices above stairs, except the precinct of the king's bed-chamber, which is under the government of the groom of the stole. He is commonly one of the highest nobility of the country, and by virtue of office precedes dukes.

CHAMOIS LEATHER OR WASH LEATHER. Originally made from the skins of the chamois goat, now from the skins of sheep, so tanned and dressed as to remain soft and pliant. Leathers of this kind bear washing; hence one of their names.

CHAMOMILE.—See *Camomile*.

CHAMPAGNE.—See *Wine*.

CHAMPAN OR SAMPAN. A small, flat-bottomed vessel, used by the Chinese and Japanese. They have one mast, rigged the

same as the main-mast of a junk, with a single sail, made of coir. They seldom exceed 80 tons burden, are constructed without iron or nails, and as may readily be supposed are not adapted for rough weather. These are the boats so universally seen in all the Chinese rivers, which when of a small size serve as ferry boats, and which when made somewhat larger, form the permanent residence of thousands of the Chinese population.



CHANCELLOR. A high officer of state or rank in a district, &c., to whose general title of chancellor is appended a qualifying designation, as lord chancellor, chancellor of the exchequer, &c., as follows:—

CHANCELLOR, LORD HIGH. The highest of all judicial offices in the kingdom. He is by virtue of his office privy counsellor, and when a peer, speaker of the house of lords, over all the members of which, with the exception of the archbishop of Canterbury, he takes precedence. As chief conservator of the peace he has the nomination of all magistrates throughout the kingdom. He has the right of appointment to almost all situations in chancery, and has great influence over the appointment of the judges. It is his duty to issue the writs for the convocation of parliament. The custody of the great seal is the peculiar and essential mark of the chancellor's dignity, and by the delivery of that, and the proper oaths taken, the office is created. His authority in law is very extensive, and of various sorts. First, he has jurisdiction according to the common law on the subjects of grants, charters, and letters patent, and authenticates them by the affixing of the great seal; also in affairs of forfeiture, cancelling of patents, and all matters of right between the crown and the subject. All these are legally called *offices*. The lord chancellor also issues original writs, such as bankruptcy writs, in which he is assisted by officers, called cursitors. The place where these writs are kept is called the hanaper office. He has also jurisdiction in the case of wardship and other matters arising out of the law of inheritance, the guardianship of

lunatics, and the management of charities. But by far the most extensive, as well as the most important branch of the chancellor's jurisdiction is the equitable, indeed it is that branch alone which is commonly called the court of chancery or court of equity. In this department he is assisted by the vice-chancellor and the master of the rolls. These each sit in different courts, and hear causes independently of each other, but every order and decree must receive the signature of the chancellor himself, and to him lies any appeal from the decisions of the others. The hearing of these appeals, and of incidental applications, called motions, constitutes the ordinary business of the lord chancellor. The lord chancellor is addressed as *My Lord*, and letters sent to him must begin, end, and be superscribed as follows :—

" To the Right Honorable
The Lord High Chancellor."

Begin—" *My Lord*."

Terminate—" *I have the honor to be,
With great respect,
My Lord,*

*Your Lordship's most obedient
Very humble Servant,
* * * **

CHANCELLOR OF THE EXCHEQUER. The highest finance minister of the British Government. The office is from its nature entrusted to a commoner, and is generally united to that of the first lord of the treasury, when the premier happens to be below the peerage. The chancellor, as an officer of the court of exchequer, has precedence above the barons of that court.

CHANCERY. The highest court of justice in Great Britain next to the Parliament. In chancery there are two distinct tribunals; the one ordinary, being a court of common law; the other extraordinary, being a court of equity. The proceedings in chancery are first to file a bill of complaint, signed by counsel, setting forth the fraud or injury done, or wrong sustained, and praying relief; after the bill is filed, process of *subpœna* issues to compel the defendant to appear; and when the defendant appears he puts in his answer to the bill of complaint. Then the plaintiff brings his replication, unless he files exceptions against the answer as insufficient; referring it to a master to report whether it be sufficient or not; to which report exceptions may be also made. The answer, replication, rejoinder, &c., being made, and the parties come to issue, witnesses are to be examined upon interrogatories, either in court if in London, or by commission if in the country, wherein the parties usually join, and when the plaintiff and defendant have examined their witnesses, publication is to be

made of their depositions, and the cause is to be set down for hearing; after which follows the decree. It is not unusual to appeal against a decree to the House of Lords where it is reversed or confirmed by a majority of votes.

CHANNEL. The deepest part of a river, harbour, or strait, which is most convenient for the track of shipping; also an arm of the sea running between the main and an island, or between two considerable portions of land, as the English channel, the British channel, &c. In seamanship, a channel or chain wale is that horizontal piece of timber, bolted to the ship's side beneath the shrouds, and which the chains pass through.—See *Chains*.

CHAPELLING A SHIP. The art of turning her round in a light breeze of wind, when she is close hauled, so as that she will lie the same way as she did before. This is commonly occasioned by the negligence of the steersman, or by a sudden change of wind.

CHARCOAL. A well-known form of carbon, obtained by the distillation of wood, &c. Wood charcoal is commonly made of ash, oak, chesnut, elm or beech. The white and resinous kinds of wood are seldom used, except for the making of gunpowder, when the wood of the softer trees is preferred, on account of igniting with greater rapidity; the duration of its ignition, and the heat thrown out, being of much less consequence. *Animal charcoal*, called also bone black, ivory black, &c., is prepared by the burning of animal matters, as flesh, skins, hoofs, bones, &c. It is largely employed by the sugar refiner, and by the painter as a coloring material.

CHARLESTON OR CHARLESTOWN. A city and sea-port of the United States, in S. Carolina, in lat. 32° 47' N. and lon. 79° 48' W. It is built on a point of land between the Ashley and Cooper rivers. The exports consist principally of cotton and rice, particularly the former. There are a few other articles exported, but not in any considerable quantities, such as naval stores, hams, bacon, &c. All the cotton sent from S. Carolina to foreign countries is shipped at Charleston. The imports from abroad consist principally of cottons, woollens and linens, hardware, iron and steel, coffee, sugar, tea, wine, spice, &c. The greater part of the imports, however, do not come from abroad, but from the middle and northern States; Charleston receiving them from New York and other places. In S. Carolina the dollar is worth 4s. 8d. currency. Weights and measures the same as in England. Charleston harbour is spacious and commodious, but the entrance to it is inconvenienced by a range of sand-banks, and these so shifting, that a pilot is always wanted to bring up the ships; even the regular packets do not enter the harbour without.

CHART OR SEA CHART. A sea map for the use of navigators, being a representation

of the surface, or a projection of some part of the sea on a plane surface, showing the sea coasts, rocks, sand bearings, &c. These charts are of various kinds, as the *plane* chart, which has the meridians as well as the parallels of latitude, drawn parallel to each other, and the degrees of latitude and longitude everywhere equal to those at the equator. These are only proper for small extents of surface, unless for places in the torrid zone, where they are correct to any extent within that zone, or nearly so. *Mercator's* chart, like the plane chart, has the meridians represented by parallel straight lines, and the degrees of the parallels or latitude every where equal to those at the equator, so that they are increased more and more above their natural size, as they approach towards the pole, but then the degrees of the meridians, or of longitude, are increased in the same degree at the same part, so that the same proportion is preserved between them as upon the globe itself. A *globular* chart is a projection, so called from the conformity it bears to the globe; the parallels of latitude are equidistant circles, having the pole for their common centre, and the meridians so drawn as to meet in the pole of all the parallels; by which means the several parts of the earth have their proper proportions of magnitude, distance, and situation, nearly the same as on the globe itself. *Hydrographical* charts are sheets of large paper, on which several parts of the land and sea are described, with their respective coasts, harbours, sounds, flats, rocks, shelves, sands, &c.; also the points of the compass, and the latitudes and longitudes of the places. The principal use of a chart is to find the course and distance between any two places within its limits, and to lay down the place of the ship upon it, so that the position of the ship with respect to the intended port, the adjacent land, islands, &c., may be readily perceived.

CHARTER PARTY, is a contract by which the owner or master of a ship hires or lets the whole, or a principal part of it, to a freighter, for the conveyance of goods, under certain specified conditions, on a determined voyage to one or more places. A charter party is generally under seal, but a printed or written instrument, signed by the parties, called a memorandum of a charter party is binding, if no charter party be executed. A voyage may be performed in part under a charter party, and in part under a parole agreement; but the terms of a charter party cannot be altered by parole evidence, although they may be explained by mercantile usage. The instrument expresses the freight to be paid, and generally but not necessarily the burden of the ship, together with some usual covenants, and others at the discretion of the parties.

CHASE. A term applied to a vessel pursued by some other.

CHASE OF A GUN. Its bore or cylinder.

CHASER. A vessel pursuing another; also the cannon so placed upon the deck as to fire fore and aft are called chasers; those on the bows are the bow chasers, and are intended to fire at a chase in front, while the stern chasers are to annoy an enemy pursuing.

CHATELS. Any description of goods or other property, whether moveable or not, except such as is in its nature freehold or part of it. Chattels are either personal or real. Of the former are shop goods and wares, household furniture and plate, corn sown, cattle, &c. Chattels real are described by law as such as savour of the reality; that is, which either are landed property or some continuous right issuing out of it, as terms of years for land, presentation to a church, &c.

CHAYA, CHAY OR CHOY ROOT. The small roots of a plant called *Oldenlandia umbellica*, which is cultivated in India and Ceylon for the sake of the root, which yields that red dye wherewith India handkerchiefs, chintz, &c., are dyed. It is not esteemed here as a dye. The coloring matter lies in the bark of the roots; hence the smaller they are the more valuable.

CHECK. Cotton or linen cloth, woven of two colors in one colored stripes crossing each other, and used for sailor's shirts, jackets, and other common purposes. The chief English manufacture is carried on at Blackburn, where cotton checks are made, and Kirkcaldy, in Scotland, where they produce them both of linen and cotton.

CHECK. In banking.—See *Cheque*.

CHEEKS. Pieces of timber fastened to the ship's bow, and also to the knee of the head. The cheeks of a block are the two sides of its shell. The cheeks of a mast, the faces or projecting parts on each side of the mast, used to sustain the trestle trees, upon which the frame of the top, together with the topmast immediately rests; also the head of the masts, being that part above the steps.

CHEQUE, CHECK OR DRAFT. An order in writing, directing a party to pay the particular sum of money mentioned thereupon to the bearer, or the person named in it, on demand. The following is the usual form:—

£10. London, March 1, 1843.

Pay Mr. A. B. or bearer ten pounds on account of C. D.

Messrs. E. F. & Co.

Cheques drawn on bankers, residing ten miles or more from the place where they are drawn, must be on stamped paper; the stamp being of the same value as a that of bill of exchange. If the banker reside within this distance they may be on plain paper. By 9 Geo. IV, c 49, cheques must bear date the

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day they are issued, and be payable immediately in cash. As to the presentation of cheques for payment, how long the drawer remains liable in case of the bankruptcy of the banker, &c., the law has not clearly defined; the cheque must however have been presented with all convenient speed, otherwise should the holder of a cheque retain it unnecessarily, and a loss ensue, he would be the sufferer. The banker refusing to honor a cheque, when he has funds in hand of the drawer, renders himself liable to damages; but he is entitled to act on his own discretion where there are grounds to suspect fraud, &c.

CHEQUEE. A Turkish weight, used in weighing the precious stones, gold and silver. It is equal to 4950 troy grains. There are larger chequees, one for weighing opium, which is $2\frac{1}{2}$ times as large, and one for the weighing goat's wool equal to 8 gold chequees.

CHEESE. (*Käse* Ger. *Kaas* Du. *Fromage* Fr. *Formaggio* Ital. *Queso* Sp. *Sur* Russ.) The curd of milk, dried and pressed. The many varieties of cheese take their qualities from the way in which they are made. England is celebrated for the abundance and excellence of its cheeses. Cheshire and Gloucestershire are in this respect two of its most famous counties. Of Gloucester cheese there are two kinds, single and double; the first is made of milk, from which about half its cream has been taken; the double Gloucester retains all the cream. Shropshire cheese is very similar to Cheshire, and Wiltshire to Gloucester, but smaller in size. A strong cheese, somewhat resembling Parmesan, is made at Cheddar in Somersetshire. That celebrated rich cheese, called Stilton, is made in Leicestershire, principally in the villages around Melton Mowbray. Bath, York and Cambridgeshire, are noted for their soft or cream cheeses, while Derbyshire and Warwickshire send 20,000 tons each to the London market per annum. Scotland produces also good cheese, particularly at Dunlop. The quantity manufactured in Holland is immense. The best Italian cheese is the celebrated Parmesan, this is merely a skim-milk cheese. Those most esteemed in Switzerland, and which alone are brought here, are Gruyere and Neufchatel; the latter is of a small size not weighing above $\frac{1}{2}$ a pound, and imported while still fresh. It is made of goat's milk. The Gruyere cheese is of skimmed cow's milk, and is flavored with herbs; these generally weigh from 40 to 60 lbs. each. It is impossible to calculate the quantity of cheese used in this country, and very great exports of this article take place to India and our colonies. The quantity imported from Holland, and entered for home consumption in 1841, was 117,678 cwt., at a duty of 10s. per cwt. The duty is now 10s. 6d. from foreign countries, and 2s. 6d. from our own colonies.

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CHERRY. A tree well known for its fruit, and to the toy maker and turner for its wood. Cherries besides being used as a dessert fruit, are much esteemed in the making of several liquors. Cherry brandy of the English is well known. Kirschwasser is a German liquor, distilled from the small black cherry, of great consumption on the Rhine. The ratafia of Grenoble, and the maraschino of Zara are also liquors flavored with cherries. The wood of the tree is hard and close grained, of a pale red color, that grows to the size of 20 or 24 inches, but more usually of half that size; when oiled and varnished it much resembles mahogany. It is greatly used for furniture, and is one of the best red or brown woods of the Tunbridge ware maker. The wood of the black heart cherry tree is considered the best. Dried cherries bear a duty of 6d. per lb. Fresh cherries 5 per cent. *ad valorem*.

CHESNUT. A forest tree, growing abundantly in most parts of the south of Europe, and not uncommon in many places in England. It grows to a great size, with a thick solid trunk, and lives to a great age. The wood in appearance much resembles the oak, but is not so strong, except in young trees, where the sap wood being small in quantity, it renders the whole more to be depended upon. Chesnut wood is used extensively in building in the districts where it grows, and in our country for the internal parts of furniture, forming the greater proportion of the wood we are accustomed to call wainscot; the appearance of it being so similar to that of oak that it is very difficult to distinguish them from each other.



The Chesnut.—*Castanea vesca*.

CHESNUTS. The well known fruit of the chesnut tree is imported from various parts of the south of Europe, particularly from Spain

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and Italy. Chesnuts form a considerable article of food to the inhabitants of Corsica and other places where they are abundant. The duty received for them in 1841 was £2,020, at 2s. per bushel, showing that more than 20,000 bushels were consumed in this country during that year. The duty is still the same.

CHESS TREES. Two pieces of wood bolted perpendicularly one on each side of the ship. They are used to confine the clews of the mainsail, for which purpose there is a hole in the upper part, through which the tack passes that extends the clew of the sail to windward.

CHEST. An uncertain quantity of particular goods, as a chest of tea; also a case in which the goods are imported.

CHETWERT OR TCHETWERT. The principal Russian corn measure, = $5\frac{1}{2}$ imperial bushels nearly.

CHEVERIL. Leather made of a kid's skin.

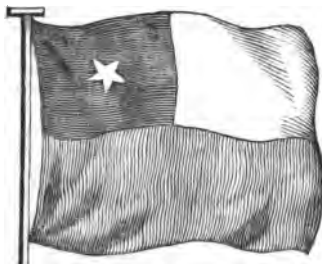
CHICA. A plant growing on the banks of the Oronoko, called *Bigonia chica*; from the leaves of which an orange dye is extracted. In America it is used by the Indians to stain their skin.

CHICORY.—See *Succory*.

CHILI. A narrow and mountainous country of the western coast of S. America, and extending from north to south the immense distance of 1200 miles, between lat. 25° and 44° S. It is bounded north by Peru, east by Buenos Ayres, south by Patagonia, and open to the Pacific Ocean to the west. The population is about 1,250,000. The capital Santiago. The government republican, the executive being under the direction of a dictator. The country is known in commerce chiefly for its supply of minerals, particularly of gold, silver and copper. The mines are situated in the higher parts of the Andes, where it is barren and desolate; hence but few of them are worked, notwithstanding many are very rich in the precious metals. The value of the whole minerals exported in 1837 from Chili, including the gold found in the sands of some of the rivers, and which is considerable in quantity, was only £631,630. The manufactures of the country comprise earthenware, hempen cloths, cordage, soap, inferior copper wares, leather, brandy, tallow and charcoal, and the rearing of stock forms a considerable source of wealth. Chili trades to most parts of the world, rather however in foreign shipping than its own. Of British commodities, particularly manufactured goods, the consumption is year by year increasing; the total value in 1839 was estimated at £1,250,000 sterling. The chief ports are Valparaiso, the centre of the foreign trade, Concepcion and Valdivia. The Chilean lb. weight is rather less than the English, 96 Chilean lbs. being equal to 100 Spanish or 101.44 lbs. avoirdupoise. In other respects the weights and measures are the same as those of Spain. The Chilean

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national dollar is equal to the Spanish hard dollar. The flag of the Chilean merchant is as follows:—

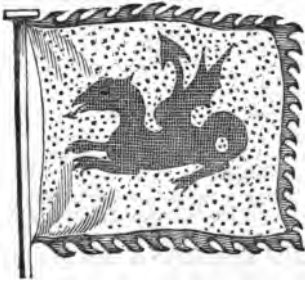


CHILLIES. The fruit or pod of the Cayenne pepper plant, *Capsicum annuum*; a plant which grows luxuriantly in all the hot regions, and also cultivated with readiness in this country, it only requiring the assistance of heat at the early part of the season. The drier and hotter the soil upon which it grows, the more pungent is the fruit and seed. The pods are often eaten in a green or unripe state. As they ripen, they become of a bright red color; when they are dried and imported in this state they are called chillies, or else ground and pounded, when they obtain the name of Cayenne pepper. This when genuine should have no admixture of any other ingredient whatever. The duty is the same as that upon other peppers, viz. 6d. per lb.

CHILTERN HUNDREDS, STEWARD OF. Of the hundreds into which many of the English counties were divided by King Alfred, the jurisdiction was originally vested in peculiar courts, but afterwards devolved upon the county courts, and so remains at present, excepting with regard to some in Buckinghamshire, &c., which have been by privilege annexed to the crown. These having still their own courts, a steward is appointed by the chancellor of the exchequer, with a salary of 20s., and all fees &c. belonging to the office; and as the accepting of an office by a member of parliament compels him to vacate his seat, so a member wishing to retire, accepts this appointment, whereby he is obliged to go back to his constituents and be re-elected, before he can resume his duties as legislator, provided he should desire to resume his seat.

CHINA. The Celestial empire, situated to the east of Asia, comprises an extent of 1,300,000 sq. miles, and is supposed to contain the enormous population of 360,000,000 individuals. As a nation they are shrewd, calculating, and good tradesmen, if well watched; alive to the advantages of commerce, but restrained in their tastes and predilections by the arbitrary character of the government, which confines ranks, professions, and trades to long-established usages, and

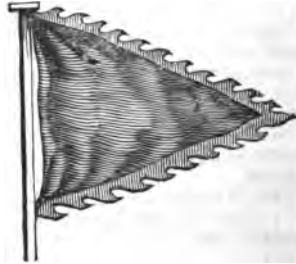
restricts each to stipulated forms, customs, and even dress and style of living; while bribery and policy appears to have usurped the place of justice. Thus although several ports of China, besides Canton, have been lately thrown open to our commerce, namely Amoy, Foo-chow-foo, Ningpo, and Shanghai, and Hong-Kong ceded to us as a possession, yet until some of these absurd and prejudicial restrictions are removed, European traffic must remain much confined to what it would be with a free people; though it must be admitted that the people have no compunction in trading with contraband commodities to almost any extent. Thus smuggling is no where so prosperous a trade as on the coast of China, and no where so likely to avoid detection; for as all lucrative appointments are bought and sold, so each officer makes his duty subserve to his interest. As if to discourage smuggling along the coast by British vessels, by an order of Her Majesty in council, dated February 28th, 1843, merchants, masters of vessels, &c. are forbidden to land goods at any place, except at the ports above mentioned, under a penalty of £100 upon conviction. For the staple exports and imports, see *Canton*. The emperor's flag is not considered the same as the national flag; it is a dragon upon a field of gold or yellow. This belongs to the imperial family only; it is used in processions, on court occasions, &c. It is as follows:—



The national flag is of the annexed peculiar character:—



Long swallow-tailed pendants are also in constant use to all vessels; and indeed in the Chinese rivers flags of every color, and almost every form, may be seen. The following is the usual form given to them, and it is by no means uncommon to see the same vessel, although it have but a single mast, decorated with three or four flags, all different from each other.



CHINA INK.—See *Indian Ink*.

CHINAWARE. Porcelain or fine clay baked. Plain chinaware pays a duty upon importation of 15 per cent.; or if gilt or ornamented of 20 per cent.

CHINCHILLA. A fur so called, and also the common name of the animal whose skin it is. This is a species of rat, called scientifically *Chinchilla lanigera*. The creature is not more than 6 inches long, exclusive of the tail. It has round ears, a short nose, and teeth like the rat, which it generally resembles. It burrows underground, and is abundant in the mountainous parts of S. America, particularly Chili, whence as many as 500,000 skins are brought to this country alone annually. The duty is 2s. per dozen skins. The fur is of a beautiful grey color, long, and extremely fine and soft. It is much esteemed for muffins and other articles of ladies winter clothing.



Chinchilla Rat.—*Chinchilla lanigera*.

CHINSE. A term used by shipwrights to signify the driving of oakum into a seam or chink, by means of a mallet and a blunt chisel called a chinsing iron; when done to any extent it is called calking.

CHINTS OR CHINTZ. (*Indiennes* Fr. *Titze* Ger. *Indiane* Ital. *Siz* Russ. *Chites* Spa.) Calico printed with a variety of colors, as used for

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dresses in some places, but with us chiefly as hangings for rooms, bedsteads, &c. Chintzes were first made in India, but are now manufactured in immense quantities in this country, not merely for home use, but also for exportation to America, India, &c.

CHIP HATS.—See *Hats*.

CHITTACK. A commercial weight at Calcutta = 1 oz. $13\frac{1}{4}$ dwts. avoirdupoise.

CHOCK. Among sailors, a sort of wedge used to confine a cask or other weighty body in a certain place, and to prevent its shifting or rolling away when a ship is in motion. Also chocks are pieces of wood introduced for the purpose of fastening some part of the vessel, or supplying some defect, or to fix between the head of a lower mast, or the head of a topmast.

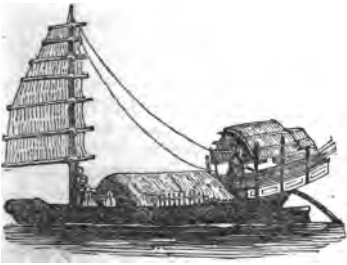
CHOCK-A-BLOCK. The same as block-a-block, which see.

CHOCKS OF THE RUDDER. Large pieces of timber kept in readiness to stop the motion of the rudder in case of an accident, and while a new tiller is shipped, &c.

CHOCOLATE.—See *Cacao*.

CHOP ABOUT. A term applied to the wind when it varies frequently and suddenly.

CHOP BOAT. A Chinese boat, employed as a lighter in transporting goods between the ships anchoring at Whampoa and Canton, and otherwise for the transport of commodities, generally upon the rivers. It differs in a very small degree from the champan or common river boat. The chop boat is, however, larger, and has a covering of matting over the stern, and which is raised much more than in the champan; the mast and sail are the same in both.



CHRISTIANA. The capital of Norway, situated in lat. $59^{\circ} 55' N.$ and lon. $10^{\circ} 48' E.$, about 60 miles from the open sea, at the bottom of a gulf, in the province of Aggerhuus. Population about 20,000. The gulf is of somewhat difficult navigation, but there is always a sufficiency of water for the largest vessels quite up to the town. The whole trade of Norway is carried on through Christiana and Bergen; the importance of the town is therefore considerable. Its exports are timber and deals, glass bottles, linseed

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and oil cake, smalts, bones, and oak bark; the deals are of superior excellence. British manufactured goods are admitted at moderate duties, and in considerable quantities. The town itself is most beautifully situated, but its buildings being almost wholly of timber are mean and inconsiderable, and the country around for the most part naked hills or thick forests. The timber, which is the staple of Christiana, is floated down the rivers Drammen and Glommen, from the interior of the country; arriving at the bay of Christiana in the state of round felled timber, it is cut up into deals, battens, &c., at the saw mills near the shore. There are dock yards, and ship's common stores are cheap, yet owing to its distance from the sea, and the difficult and slow navigation of the gulf, few ships are taken to Christiana to refit.



CHRISTIAN D'OR. A Danish gold coin = 16s. 6d. English.

CHRONOMETER. A watch or time piece of the greatest accuracy of construction, differing from a common watch, inasmuch as it is so constructed as to keep an equal rate of going in every climate, whether hot or cold. An accurate chronometer is of the greatest importance to the seaman, as he is obliged to trust wholly to its correctness in ascertaining the longitude of the ship at any period of her voyage.

CHUNAM. Lime made of shells, and of general use in India, not merely for the purposes to which we employ fine lime, but also to mix with the areca nut and betel leaf as a masticatory; the inhabitants alleging that the admixture of chunam not merely draws out the peculiar pungency of the betel, but also prevents its injuring the stomach.

CIDER. (*Cidre Fr. Zider, Apfelwein Ger. Cidro Ital. Sidor Russ.*) Wine made of the juice of apples, for which the English counties of Worcester, Herefordshire, Somersetshire, and Devonshire are most celebrated. Good cider is also made in Ireland around Cork and Waterford; also in Germany, Belgium, Normandy, and the United States; in this latter place cider may be considered as the ordinary beverage of the people. In the cider counties peculiarly rough, and to the taste disagreeable apples are preferred for the

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manufacture of this article. From twenty to twenty-four bushels are ordinarily required for a hogshead of sixty-three gallons. The apples when ripe, which is in September, are ground in a mill, and then put into bags. These being squeezed in presses yield the juice, which is then set to ferment for the best cider. For inferior kinds water is added to the pressed pulp; the whole after resting some time is pressed again, and the liquid obtained fermented in like manner. This is often called ciderkin. To sell cider by retail requires an annual excise licence of £3 3s., if to be drunk on the premises; if not of £1 1s. There is no duty upon home-made cider, but that imported, and which is a very small quantity, is £10 10s. the tun, a sum almost equal to the wholesale price of home-made; hence the duty acts as a prohibition upon the importation.

CIGARS.—See *Tobacco*.

CINCHONA.—See *Peruvian Bark*.

CINNABAR. (*Cinaber* Du. *Cinnabre* Fr. *Zinnöber* Ger. *Cinabre* Ital. *Cinabrio* Por. *Kinowav* Russ.) The red sulphuret of mercury, produced naturally in the quicksilver mines of Almaden in Spain, in the Philippine Islands, and in S. America, which may be considered as the principal source whence it is derived for commercial purposes. It occurs in veins and beds. An inferior kind, called hepatic cinnabar, is more common. It differs materially in chemical properties from the red, as in addition to the mercury and sulphur found in it, there is usually a considerable quantity of carbon, copper, iron, and other matters. Cinnabar is distinguished from red silver by the red mark it leaves upon paper, and also in being entirely volatilized when heated; from red orpiment by the color of its streak; and from red lead spar also from the streak, that of the lead being lemon colored. When ground to a fine powder cinnabar is the well-known pigment called vermilion. There are two kinds, *native* and *artificial*. Much is made in England, called therefore English vermilion; other is brought ready pulverized from China. This is of superior fineness, and thus is more esteemed. The duty upon importation is 3d. per lb.

CINNAMON. The cinnamon tree is a tree having much the appearance of a laurel, and was until lately considered but a species of that tribe, and called *Laurus cinnamomum*. It is now considered as of a distinct family, there being eleven species of it scattered over the islands and the S.E. corner of Asia. Some of them are found in Japan, and most of them in the south provinces of China, and on the islands of Borneo, Java, Sumatra, &c., as far west as Ceylon, where the true cinnamon, *Cinnamomum verum* is found, and the spice of finest quality manufactured. It is obtained

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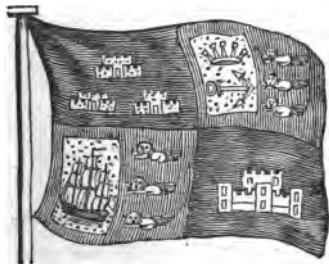
from the young shoots and branches of the tree, which are about half an inch more or less in diameter. The united layers of inner bark between the cuticle and wood is the part collected, and as when longitudinally cut from top to bottom, it shrinks away spontaneously from the wood by the heat of the sun, it is of course easily collected and sorted for sale. It is imported in bags or bales of 92½ lbs. each. The best cinnamon is of a pale color, thin, pliable, smooth and shining, and is not so pungent but that it may be held in the mouth without inconvenience. The quantity entered for home consumption in 1841 was 16,440 lbs. That brought from Ceylon pays a duty of 6d. per lb., that from Cochin China, &c., 1s.



CINNAMON OIL. An extremely pungent and stimulating essential oil, obtained by the maceration of the broken and inferior kinds of cinnamon in sea water, and afterwards distilling it. The only reason of salt water being used in the distillation of various essential oils is, that such requires a stronger heat before it boils than fresh water, and consequently that extra heat, although not amounting to 8° above the usual boiling point of 212°, separates more oil from the bark, and enables it to rise in vapor, and consequently pass over into the receiver.

CINQUE PORTS. A name given to the five towns of Sandwich, Dover, Hythe, Romney, and Hastings, which towns include within their jurisdiction and privileges the intermediate towns upon the coast, twenty-one in number, besides those of Winchelsea and Rye; the whole jurisdiction extending from Birchington, near Margate, in Kent, to Seaford, in Sussex. The five original ports were invested with valuable privileges by Will. I., and although they are now for the most part fallen into disuse, yet the cinque ports are still placed under the guidance of the governor of Dover castle, who is styled the lord warden of the cinque ports. At present the efficient authority, charge, or patronage of the lord warden is not very great; the situation is however considered as very honorable. He has under him a lieutenant, and some subordinate officers, and there are captains at Deal, Walmer, and Sandgate Castles, Arch-cliff Fort, and Moat's Bulwark. The lord warden has the authority of admiral of the cinque ports and its dependencies, with power

to hold a court of admiralty. He has authority to hold courts both of equity and law, is the general returning officer of all the ports, parliamentary writs being directed to him, on which he issues his precepts; and in many respects he is vested with powers similar to those possessed by the heads of counties palatine. The following is the flag of the cinque ports :—



CIRCUIT, signifies the journey or progress which the judges take twice every year through the several counties of England and Wales, to hold courts and administer justice. England is divided into six circuits; namely, the Home circuit, Norfolk, Midland, Oxford, Western, and Northern. In Wales there are but two circuits, N. and S. Wales. Two judges are assigned to each circuit.

CIRCULATING MEDIUM. A term applied to all instruments of interchange by which the productions and revenue of a country are distributed; that is, every thing which serves and is received as a mode of payment. Circulation or the circulating medium is also considered as the amount of currency or cash in use. When the term is applied to a bank it means the amount of its paper issues.

CIRCULATIONS OF EXCHANGE, are a kind of arbitration, in which a merchant negotiates his bills on his correspondents abroad, directing him to draw on a third party for his reimbursement, and are carried on among several persons on the same principle as drawing and re-drawing between two correspondents.

CITRIC ACID. A solid acid, obtained from the juice of various fruits, particularly from the lemon and the lime; a gallon of the juice yielding about 8 ounces of the solid acid. It is extensively used in medicine, particularly as a preventive of sea scurvy, in the arts, and mixed with other matters for lemonade and beverages of a similar kind. The duty upon the pure acid is 2*d.* per lb.; combined with chalk it forms citrate of lime, an article occasionally imported at a duty of 5*s.* per cwt. The importation of this salt is very small.

CITRON. (*Succade* Ger. *Sukkat* Du. *Acitron verde* Sp.) An agreeable fruit of the orange species, resembling a lemon in color, taste, and smell, but of a much larger size,

and with a thicker rind; it is this part only which is used in this country. It is preserved and candied previous to its importation from Madeira, whence the best is obtained.

CIVET. (*Zibeth* Ger. *Civet* Du. *Civet* Fr. *Zibetto* Ital. *Algalia* Spa.) A perfume taken from the civet cat. It is brought from the Brazils, Guinea, and the interior of Africa. The animal though called a cat is very improperly so denominated, being more akin to the weasel tribe, though not exactly conformable to it; resembling the weasel in its habits, scent, and form of the head, and the cat in its fur, shorter body, and bushy tail. It measures about 2 feet from the muzzle to the tail, and it stands from 10 inches to a foot in height at the shoulder. The color is a brownish grey, with various spots and bands of blackish brown; the head light colored; the nose black. The civet is sluggish by day and active at night, when it indiscriminately takes birds and small quadrupeds. Failing these, it attacks fruits, and also the fleshy roots of plants. Civets seldom drink, and inhabit hills and dry plains. In many places in Africa they are kept and bred in a domestic state for the sake of their perfume, which still forms an article of considerable trade.



The Civet.—*Viverra civetta*.

CLAFTER. A long measure of Hamburg, nearly equal to 68 English inches. In Switzerland equivalent to a fathom.

CLAMP. A term for the quantity of unburnt bricks, piled up for burning.

CLAMPS. In ship-building, thick planks on the inner part of a ship's side, used to sustain the ends of the beams, and extending from stem to stern, including the whole interior range of the side. They are placed close under each deck, so as to be securely fitted to all the timbers, to which they are fastened by nails driven through the clamp, and penetrating $\frac{3}{4}$ of the timber.

CLAP ON, TO. To fasten or lay hold of, as clap on the stoppers before the bits; that is, fasten the stoppers; clap on the cat-fall, that is, lay hold of the cat-fall.

CLARET. A red French wine.

CLARIFICATION. The act of clearing or fining liquids from all heterogeneous matter;

the substances usually employed are white of eggs, isinglass, alum, &c.

CRAWLING. The act of beating or turning to windward from a lee-shore so as to acquire a sufficient distance from it to escape the dangers of shipwreck, which often attend so hazardous a situation.

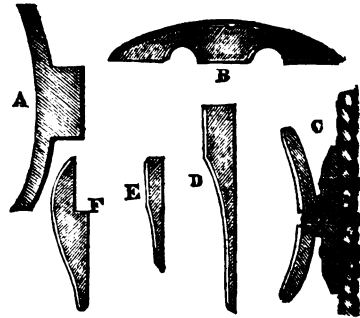
CLEAN. A term given to the sharp part of a ship under water, both forward and aft.

CLEAR. A naval term variously applied to the weather, the sea coast, cordage, navigation, &c., as the weather clears. The sea coast is called clear, when the navigation is not interrupted by or rendered dangerous by rocks, sand-banks, &c. A river is clear when there are neither vessels nor ice in it in considerable quantity; cordage is clear when not entangled. It is usually opposed to foul in all these cases. *To clear the anchor*, is to get the cable off the floots, and disincumber it of ropes, ready for dropping. *To clear the hawse*, is to untwist the cables when they are entangled by having either a cross, an elbow, or a round turn. *To clear out a ship* in the merchant service, is to obtain leave for sailing; or lading the cargo, by paying the customs, registering her name, &c.

CLEARING. Among London bankers is a method adopted by them for exchanging the drafts on each other's houses, and settling the differences. Thus at $\frac{1}{2}$ -past 3 o'clock, a clerk from each banker attends at the clearing house, where he brings all the drafts on the other bankers, which have been paid into his house that day, and deposits them in their proper drawers, (a drawer being allotted to each banker;) he then credits their accounts separately with the articles which they have against him, as found in the drawer. Balances are then struck from all the accounts, and the claims transferred from one to another, until they are so wound up and cancelled that each clerk has only to settle with two or three others, and their balances are immediately paid. Such drafts as are paid into a banker's too late for clearing are sent to the houses on which they are drawn to be *marked*, which is understood as an engagement that they will be paid the next day. The place where this is carried on is called the clearing house, and in London is situated in Lombard Street.

CLEATS. Pieces of wood or iron of different shapes, used occasionally in a ship to fasten ropes upon; some have one and some two arms, others have no arms, being hollowed in the middle, and are nailed to the deck or sides. They are used for various purposes; those intended for the purpose of stopping shores are principally made of elm, not unlike wedges, except that they taper from one side only. Those made for the purpose of stopping or fastening rigging are haunched on the back for about $\frac{1}{2}$ the length of the thin end, and

shaped like a duck's bill; these are in general made of oak, but those at the mast head of elm. The *belaying* cleat A is formed with two arms, one on each side the centre or middle part, and nailed or bolted to the side, for the purpose of belaying the running rigging to. The *comb* cleat B is straight on the inner edge and round on the back, having a hollow cavity in the middle. It is merely used for leading a rope through, or for keeping it in its place. The *skroud* cleat C is formed like the belaying cleats, having two arms, the remaining part being straight and grooved on the edge. A *single* cleat D is formed with one arm only, and nailed on each side of the slings on the yards. The *stop* cleat E is nailed on the bowsprit, and sometimes on the yard arms. The *flawed* cleat F is not unlike a sling cleat, with this exception, that it is smaller, and is made for the purpose of hanging any thing on.



CLEW OF A SAIL. The lower corner of square sails, but the aft-most only of stay sails; the other lower corner being called the tack.

CLEW GARNETS. A sort of tackle fastened to the clews of the main and fore-sail to truss them up to the yard, which is termed clewing up those sails.

CLEWS OF A HAMMOCK. The combination of small lines by which it is suspended; these are termed single or double clews, according as there are one or two at each end.

CLEW LINES are the same as clew garnets, only that the latter term is solely applied to the courses, while the words clew lines are applied to those ropes on all the other square sails.

CLEW UP TO. To haul up the clews of a ship to its yard.

CLIENT. A term used for a party in a law suit, who has placed his cause in the hands of a counsellor or solicitor.

CLINCH, TO. A particular mode of fastening large ropes by a kind of knot, and seizing instead of splicings, and is chiefly used to fasten the cable to the ring of the anchor,

and the breechings of guns to the ring bolts in the ship's side.

CLINCHER BUILT. Applied to a vessel of clincher work.

CLINCHER WORK. The disposition of the planks in the side of any boat or vessel, when the lower edge of every plank overlays the next under it, like weather boarding or the slates on the roof of a house.

CLOCK. A time piece, whose motions are regulated by a pendulum, and thereby differing from the watch, whose motions depend upon a balance wheel. The best of London manufacture are of very superior excellence. Fancy clocks and skeleton clocks, that is, those which show the machinery uncovered by a case, are imported from France. These however are very small in number to the wooden clocks imported from Nuremburg and Germany; the duty is 20 per cent. The laws require that clock makers should engrave upon the dial plate their name and residence. No clock case or dial plate, with the maker's name engraved thereon, shall be exported without the works belonging to it, under forfeiture of double its value. It is illegal to import any clock or watch, impressed with any mark purposing to be any British mark, or not having the name of some foreign maker visible on the frame, and also on the face, and not being in a complete state. By a treasury order, (Sept. 4, 1828,) clocks and watches for private use, not being marked in the manner required by the said act, (3 and 4 Will. IV, c 52,) may be admitted on payment of the proper duty, upon the party making a declaration of his entire ignorance of the law at the time he purchased the clocks and watches.

CLOFF. The name given to a small commercial allowance or deduction, (commonly 2 lbs. per 3 cwt., or upon bale goods 2 lbs. per bale,) made from the original weight of some kinds of commodities on their sale; it is now nearly obsolete.

CLOSE HAULED. The arrangement or trim of a ship's sails, when she endeavours to make a progress in the nearest direction possible towards that point of the compass from which the wind blows. In this position of the sails they are all extended sideways of the ship, so that the wind, as it crosses the ship obliquely towards the stem from forwards, may fill their cavities.

CLOTH.—See *Linen, Cotton, Woollen, &c.*

CLOTHED. A mast is said to be clothed when the sail is so long as to reach down to the gratings of the hatches, so that no wind can blow beneath the sail.

CLOTHIERS OR CLOTH-WORKERS COMPANY. The company of the cloth-workers is the twelfth and last of the great city companies, from one of which the lord mayor is chosen. They were incorporated by letters

patent of Edw. IV, (1482,) by the appellation of the Fraternity of the Assumption of the Blessed Virgin Mary of the Shearmen of London, which was confirmed by Henry VIII, (1528,) but they being re-incorporated by Queen Elizabeth, who changed their first title to that of the Master, Wardens, and Commonalty of Freemen of the Art and Mystery of Cloth-workers of the City of London, which charter was confirmed by Chas. I, anno 1634. Their hall is in Mincing Lane, and their arms, motto, and crest, as follows:—



CLOVE HITCH.—See *Hitch*.

CLOVER. (*Klee* Ger. *Klaver* Du. *Trefle* Fr. *Trefoglio* Ital. *Trebol* Spa.) A well-known agricultural herb of several species, grown for the use of cattle, and eaten fresh as green meat, and dried as hay. When grown for seed, the quantity produced in this country is very precarious; hence our farmers prefer to use all the clover crop as food, rather than to keep it for seed. In consequence clover seed is imported to a very considerable amount from Germany, Holland, France, and the United States. The quantity imported in 1841 was 141,247 cwt., at a duty of £1 per cwt. The duty has since been reduced to 10s. per cwt. from foreign countries, and 5s. from our own possessions. The kinds of clover most in demand are three; Dutch or white clover, which is sown over grass fields to improve the quality of the hay, and also in fields as a distinct crop. Red or meadow clover, which is the most prolific, and is sown distinct, and also along with rye grass, and cut as spring food for cattle; and flesh-colored clover, a fine, handsome, soft, upright plant, esteemed for the excellence of the hay it produces, though it is thought not to have the fattening qualities of that made from the meadow clover. An acre of clover will upon an average produce about 3½ tons of dry hay, obtained by twice cutting it. Clover seed is very likely to be mixed with the seeds of various wild plants, on account of its low growth and small size. To judge of its purity, wet the finger, dip it into the seed, and observe the quality of that which will adhere to it.

CLO

CLOVES. (*Näglein* Ger. *Kruidnagelen* Du. *Girofles* Fr. *Garofani* Ital. *Clavillos* Spa. *Gwosdika* Russ. *Chankee* Malay.) The flower buds of the clove tree, *Caryophyllus aromaticus*, a native of the Moluccas, whence the best cloves are derived. The color of good cloves is a dark brown externally, a reddish brown internally, their smell agreeable, their taste hot and aromatic. The best are hard, brittle, but not crumbly, heavy and large. Europe was for a long period supplied exclusively from Amboyna, but the clove tree has now been distributed over many of the tropical countries both Asiatic and American, particularly to Sumatra, where very good cloves are produced, but not equal to those of Amboyna. The clove tree somewhat resembles the laurel, and grows 20 feet high; the buds are picked by hand and dried in the sun. About 50,000 lbs. weight is the quantity annually entered for home consumption, taking the average of the last thirty years. In the year 1841, 88,760 lbs. were imported at a duty of 6*d.* per lb., which duty continues the same now. Cloves when distilled with water yield about $\frac{1}{3}$ their weight of oil, the duty upon which is 4*s.* per lb. None was imported in 1841. The oil is made chiefly from broken and imperfect cloves as well as from the bark of the tree, which like the bark of the cinnamon tree partakes equally with the buds, fruit, and leaves, of the general flavor of the clove.



The Clove.—*Caryophyllus aromaticus*.

CLUB HAUL. To club haul a ship, is a method of tacking by letting go the lee anchor as soon as the wind is out of the sails, which brings her head to wind, and as soon as she pays off, her cable is cut, and the sails trimmed. This is never had recourse to but in perilous situations, and when it is expected that the ship will miss stays, that is, when her head will not come up to the wind.

COAK. A particular manner of joining two pieces of wood lengthwise with each other by notches fitting the one into the other. Coaks are also the metal holes in the sheaves of

COA

blocks, through which the pins are thrust. Another kind of coaks are certain oblong ridges left on the surface of main-masts, by cutting away the wood around them; the intermediate part is called the plane.

COAL. (*Steenkull* Da. *Steenkoolen* Du. *Charbon de terre* Fr. *Steinkohlen* Ger. *Ugolj* Russ. *Carboni fossili* Ital.) The substances belonging to this valuable class of bodies are composed chiefly of carbon and bitumen, and may be divided into *Pit* coal or common coal. *Culm* coal, which burns with a flame without being consumed, leaving a slate nearly of the same size as the original volume of the coal. *Slate* coal, a common kind found near Purbeck, it leaves a slate-like substance when burnt; a portion is often found among common coal. *Cannel* coal, which is very brittle, burns with a bright flame, and is nearly consumed by burning. *Kilkenny* coal, which is the lightest kind, yields less flame than cannel coal, but gives out an intense heat, and lasts a great length of time. Not less than seventy varieties of coal are common in the London market, forty-five of which come from Newcastle, and the remainder from Sunderland. Another arrangement of coals is into *Bovey*, Devonshire or brown coal, *pitch* coal or jet, *glance* or anthracite, and *black* or common coal; this last being subdivided as above stated. Coal is abundant in many parts of the world, but no where in so great a quantity as in Britain. The chief coal fields are in Northumberland, Durham, Staffordshire, Yorkshire, Somerset, Wales and the Midland Counties. The Scottish coal fields are chiefly situated in the Edinburgh and Glasgow districts, in Fife and in Clackmannon. In Ireland coal is worked in the counties of Antrim, Leitrim and Kilkenny, but the produce is not equal to the consumption. Ireland imports from England 700,000 tons per annum. The consumption of London is estimated at rather more than 2,500,000 tons annually, brought almost wholly from Durham and Northumberland. The whole consumption of the United Kingdom is 30,000,000 tons annually. The coal trade is regulated by numerous statutes; one which regulates the loading of ships in the north is called "the turn act," and which requires that ships shall be loaded in the order in which they arrive. The trade of London is restricted by 1 and 2 Vic. c 107; the chief provisions of which are, that upon every ton of coals there shall be paid for duty, 8*d.* to the fund for public improvements, 4*d.* per ton for the corporation of London, and 1*d.* per ton to the coal market. The coal exchange to be vested in the corporation of London, and to be an open market. Coals to be sold by weight, and coals delivered in greater quantities than 560 lbs. to be accompanied by a paper of the name of the coals, and the quantity, and that a weighing

machine and weights in proper order be attached to every cart or waggon containing such coals, and the carman to weigh gratuitously any sack or sacks when required by the buyer to do so, under penalty of £20. As coal can be taken as ballast, it is exported annually in increasing quantities to foreign countries. In 1839 the quantity exported was 1,449,417 tons, at a nominal duty of 10s. per cent. if carried in British vessels, and 4s. per ton in foreign vessels. The same duty of 4s. upon coal, culm, or cinders in a foreign ship still continues, and in 1842 an impost of 2s. per ton was imposed upon the same carried abroad in British ships, or if the coals be small or screened, a duty of 1s.

COAMINGS OF THE HATCHES. Certain raised borders about the edge of the hatches of a ship, to prevent the water on the deck from running down into the lower apartments.

COAST. The sea shore, or the country adjoining the edge of the sea.

COASTER. A vessel employed in going from one port to another on the same coast, and therefore one which seldom loses sight of land during the whole voyage.

COASTING. In navigation, the act of making a progress along a sea-coast of a country. This is very different from sea voyaging, because it is necessary that the captain should take notice, not merely of the general winds, but of local winds and currents, the time and direction of the tides, the roads and havens, the different depths of the water, best navigable channels, qualities of the ground, currents, light-houses, beacons, &c.

COASTING PILOT. A pilot whose business it is to conduct vessels along a coast, in opposition to a river pilot, or a harbour pilot, whose duties are confined to particular places.

COASTING TRADE. The trade or intercourse carried on by sea between two or more ports or places of the same country. The importance and extent of such a trade must necessarily be very great; hence even from the first foundation of commerce, strict regulations have been made to encourage and foster the coasting trade of England, not merely on account of its direct importance, but also as affording the finest nursery for seamen. The existing rules with respect to it are embodied in 3 and 4 Will. IV, c 52, and are as follows:—A coasting ship is confined to a coasting voyage, and must not touch elsewhere, except under unavoidable circumstances, nor receive goods from, nor furnish goods to another vessel, under a penalty of the master of £200. No goods shall be laden or unladen from such vessel until due notice shall be given in writing by the master, owner, &c., to the comptroller, nor until proper documents shall have been granted for the lading and unlading of such goods, the lading, &c. being done at proper times,

places, &c. &c. The master of every coasting vessel shall keep a cargo book of the same, which he shall produce at all times when required to do so by a coast waiter or other proper officer. The goods of which false entries are made are forfeited, and if goods are entered which are not to be found, or have not been delivered, the master forfeits £50. The coast waiter may go on board, and at any time examine any coasting ship, and demand all documents which ought to be on board such ship. Goods liable to corporation dues to the port of London being landed before such duties are paid are liable to seizure by an officer of customs.

COAT. In shipping, a covering of any kind, as a coat of tar, a coat of paint, but particularly a covering of tarred canvas, nailed round that part of the masts and bowsprit which joins the deck or lies over the stem. Its use is to prevent the water from running down between decks. There is also a coat for the rudder nailed round the hole where the rudder traverses the ship's counter.

COB. A name given in some places to the hard dollar.

COBALT. A brittle metal, reddish gray in color, fusible, combining with other metals with difficulty. In its metallic state it is never employed, but the oxides of it, called zaffre and smalts, are of most essential importance to the painter, the potter, and the glass and porcelain manufacturer. Cobalt ore is brought from Saxony, where the best is obtained, and pays a duty of 5s. the ton. This duty was 1s., and at that price the net revenue in 1841 was £11 10s. 4d.

COBLES. A boat very common on many parts of our coast, and in a small degree different in shape at different places. It is called very often a Yarmouth coble, from the frequency of these boats on the coast of Norfolk, as in-shore fishing vessels. The coble is furnished with a lug sail, and its shape is very peculiar, being square both at the head and stern, to the latter of which two ropes



are fastened; it is worked entirely by the sail. It is difficult to imagine a boat more mis-shapen or unscientifically constructed.

COBOOSE. A sort of box or house to cover the chimney of some merchant ships. It is the place where victuals are cooked.

COCA. A shrub cultivated extensively in various of the northern parts of S. America, on account of the stimulating and narcotic property of the leaves, which with the addition of lime are used by the Peruvians as a masticatory, in the same manner as opium is in Turkey, and betel in India. Botanists know the plant by the name of *Erythroxylon coca*.

COCHINEAL. (*Koschenille* Ger. *Cochenille* Fr. *Cocciniglia* Ital. *Cochinilla* Sp.) A small species of beetle found in the W. Indies, and in the southern part of N. America, where (at Mexico) it is bred and nurtured as an object of commerce, producing the most beautiful of the scarlet and crimson dyes which are known. The insect is about the size of that known as the lady bird, and lives upon a species of thorny succulent plant called *Cactus cochineifera*, the latter name being given to it from harbouring the cochineal insect, of which there are two sorts or varieties, the best or domesticated, and the wild, of which the former is by far the largest and the best. The insects are picked off the plants on which they feed with a blunt knife; they are then put in bags and dipped in boiling water to kill them. After which they are dried in the sun, and though they lose about $\frac{1}{3}$ of their weight by this process, yet between 6 and 700,000 lbs., each supposed to contain 70,000 insects, are brought annually to Europe. They are imported in bags of about 200 lbs. weight each, and about 1600 bags come to England alone. The duty is 1s. the cwt. both upon the fine and perfect cochineal; the dust thereof which is also imported occasionally in small quantities, and upon granilla which is a smaller and more dusty kind, supposed to be the wild insect.

COCK BOAT. A small boat, used on rivers or near the shore, which is of no service at sea, because too tender, weak, and small.

COCKET. A custom-house warrant, given on the entry of goods outwards, certifying that the duties have been paid on them.

COCKPIT OF A SHIP OF WAR. An apartment near those of the surgeon and his mates, being the place where the wounded men are dressed. It is situated near the after hatchway, and under the lower gun deck.

COCKS FOR BLOCKS. Little square pieces of brass, with holes in them, and put into wooden sheaves, to keep them from splitting and galling by the pins of the blocks in which they move.

COCKSWAIN OR COXEN. The officer who steers a boat, and has command of the boat's crew, and all belonging to it. He sits at the

stern of the boat, and holds the tiller ropes.

COCOA.—See *Cacao*.

COCO, COKER, or more properly **COCOA NUTS.** (*Kokomüsse* Ger. *Cocos* Fr. and Spa. *Cocchi* Ital. *Kokos* Russ. *Narikela* Sans.) The valuable tree that produces the cocoa nut is a species of the palm, which grows with an upright branchless stem, to the height of sometimes 100 feet, and generally to 60 or 70. The leaves, which are 12 or 14 feet long, are produced from a crown or large bud at the top, from which also are produced the pendant spikes of flowers, changing into bunches of twenty or thirty cocoa nuts each; these ripen rapidly, and are used by the natives of those countries where the tree grows, and which comprise almost all the tropical countries of the world, for nearly every domestic purpose. The wood for building; the leaves for baskets, mats, and thatch; the fruit as meat and drink; its shell as a drinking vessel; its fibrous husk, known under the name of coir, for ropes, sails, bedding, and numerous other purposes. The sap of the tree fermented forms toddy or palm wine; the kernels of the fruit by compression yields an immense quantity of a sweet oil, used not only instead of butter, but as a material for the supply of lamps, and the manufacture of candles. The greater part of this oil, as well as the arrack and coir which reaches England, are made from the cocoa nuts of Ceylon. The nuts themselves come from the West Indies. The duty on cocoa nuts imported is 1s. the 1200, a mere nominal duty. In the year 1840, the number imported was 587,300. Cocoa nut oil is subject to the duty of 1s. 3d. the cwt. from a foreign country, and 7½d. from a British possession. This duty realized net in 1840 the sum of £2,424.

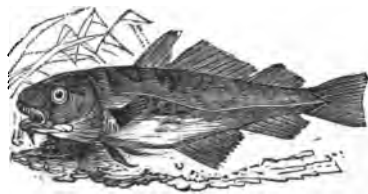


COCOON. The oval-shaped ball formed by the silk worm, and from which the silk is wound for use.

COCCULUS INDICUS. The fruit of a large tree, growing on the Malabar Coast, Ceylon, &c., called *Menispermum cocculus*. The fruit is small, kidney-shaped, and about the size of a large pea, having a white seed inside, of a most unpleasant intensely-bitter taste. This drug is of a poisonous and intoxicating quality, and has been used to adulterate beer, but its employment in this way has been prohibited, under a penalty of £200 upon the brewer, and of £500 upon the seller of the drug. (See *Beer*.) About 2,500 cwts. were imported in 1841. The duty which was then 2s. 6d. per cwt. has since been increased to 7s. 6d.

COD. This fish, of which the consumption is so enormous, and the fishery so valuable, is one very extensively distributed. In the seas with which Europeans are best acquainted this fish is found universally from Iceland very nearly as far south as Gibraltar; but it does not exist in the Mediterranean: on the eastern side of the American continent, particularly around Newfoundland, and on the coasts of Canada and Labrador it is in still greater abundance. In the United Kingdom alone, this fish in the catching, curing, the partial consumption, and sale, supplies employment, food, and profit, to thousands of persons. Notwithstanding the great quantities caught, the whole of them are taken by line and hook, in which species of angling the fishermen experience little difficulty, in consequence of the fishes' voracity inducing them to snap up quickly almost any bait that is offered to them. They are taken by bulter or paternoster lines; that is, by long lines stretched across the tide, and having shorter lines, hooked and baited, tied to them at regular intervals. In this way a man will often catch 200 large fish in twelve hours on our own coasts, and double, or more than double this quantity, off the great sand bank, or around the coasts of Newfoundland. Fresh cod for the London market a few years since was mostly brought from the Orkneys, or from the Dogger Bank. It is now caught abundantly on the coast of Norfolk and Lincolnshire, and even at the mouth of the Thames. The English fisheries of cod although so extensive, as the great consumption of fresh cod in England proves them to be, is insignificant, compared to the vastness of that carried on in Newfoundland. The harvest is here exhaustless, particularly on the rocky S.E. coast, where the fish is not merely caught, but immediately cured. Another great source of present supply are the coasts of Labrador, opposite Newfoundland, to which place it is conveyed to be cured. On the Labrador stations alone 20,000 Englishmen and Canadians, and from 2 to 300 schooners are annually employed. Four-fifths of the quantity caught is after-

wards salted and dried, and sent to the southern countries of Europe chiefly for consumption during Lent. Cured cod fish is divided into three kinds: *Merchantable*, or that of the finest quality and color; *Madeira*, which is an inferior kind; and *West India*, still worse, but more strongly salted. This last, together with a considerable portion of the *Madeira*, is destined as the food of the negroes in the W. Indies. The French and Americans have also large fisheries on these coasts. The annual produce of fresh cod around our coasts it is impossible to estimate, but that of Newfoundland and Labrador was, in 1836, 860,354 quintals of dried fish, each quintal weighing 1 cwt. Of this, 810,598 quintals were re-exported. There is no duty upon cod fish.



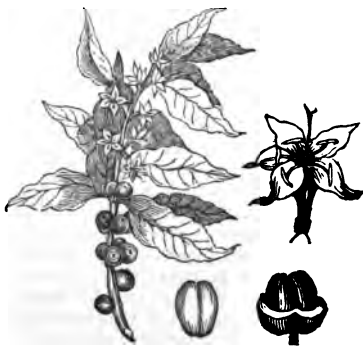
The Common Cod.—*Morhua vulgaris*.

CODLING. The young of the cod fish, for the capture of which a considerable fishery is carried on at the mouth of the Thames, and at other places along the eastern coast of Britain.

CODILLA. The part separated or picked out in cleaning hemp or flax.

COFFEE. (*Kaffe* Da. and Ger. *Koffy* Du. *Caffé* Fr. Ital. and Por. *Café* Spa. *Kawa*. Pol. *Kofe* Russ. *Koffe* Swe.) The berries of a shrub called by the Turks *cahueb*, and by the Arabians *cahuah*. The coffee tree is cultivated principally in Arabia, the E. and W. Indies, in Guiana, Brazil, &c. The shrub is evergreen, grows to the height of 15 or 20 feet, and has large and broad dark green leaves, like those of a bay tree. The flowers are white, and the berries when ripe red, and as the shoots bear at the same time flowers with young and ripe berries, the appearance of the whole is elegant. The berries are like a small red cherry, each inclosing two of those seeds, which we know in commerce as coffee. These are of a whitish color, and require to be roasted and ground previous to use: by this operation they are much increased in size, but lessened to about $\frac{2}{3}$ in weight. Of all substances coffee is perhaps the most susceptible of contracting the odour of other bodies in contact with it; thus coffee brought among a miscellaneous cargo, most commonly acquires a smell and flavor not its own, and even the contact with the odours of sweets and spices in a grocer's shop, or the presence of pickles, and other

things kept in the same cupboard, will communicate a very perceptible taint, and hence it is that coffee has so great a variety of flavors, and that it can rarely be purchased of first-rate quality at small shops. Coffee also imbibes moisture very rapidly. There are two chief varieties of coffee:—First, the Eastern, Turkey or Mocha coffee, the beans or seeds of which are small and short. This is considered of superior quality.—Secondly, the West Indian or plantation coffee, under which general term is included all that produced on the American continent and its islands. This is of less delicate flavor, and is known as a larger and proportionably longer berry. The countries which chiefly produce the coffee imported into this country are Jamaica, Demerara, Berbice, Dominica, St. Lucia, Brazil, Havannah, E. Indies, Java, Ceylon, Sumatra and Mocha. About half of the quantity brought by British ships from these places is again exported to Holland, Belgium, Sicily and Italy, Turkey, Russia, Germany and Malta. The quantity entered for home consumption in 1840 was 29,530,936 lbs., the various kinds of coffee paying each a distinct duty; the average of which was 10½d. the lowest duty being at 6d. This duty has been since reduced and equalized, that from foreign possessions bearing a duty of 8d. per lb., and that from British possessions 4d. per lb. Dealers in coffee must take out an annual excise licence. No coffee can be imported in packages less than 100 lbs. net weight, and no abatement of duties is allowed for damage sustained during the voyage. Coffee cannot be entered as being the produce of a British possession in America, or of the Mauritius, until the master of the ship bringing it deliver to the comptroller or collector a certificate of its origin.



The Coffee Tree.—*Coffea Arabica*.

COGNOVIT. In law, an admission by a defendant that the plaintiff's cause of action against him is just, and he hereby suffers judgment to be entered against him without

coming to trial, the expenses of which trial he thereby saves, although responsible for previous expenses.

COIL. The manner in which all ropes are disposed on board ship in various rings, one above another; if there be but a single ring of rope it is called a Flemish coil. In coiling ropes, each Flemish coil or single flat spiral is called a *fake*, and several fakes upon each other is a *tier*.

COIN OR QUOIN. A wedge-shaped piece of wood, laid under the breech of a gun for the purpose of elevating or depressing it at pleasure.

COINS. Pieces of metal, most commonly gold, silver or copper, impressed with a public stamp, and made a legal tender for their respective values. The coining or manufacture of money is usually conducted in some public building, under the controul and regulations of government, in order that it may be of the correct size and degree of fineness, and which is attested by assaying it (see *Assay*) after the coin is complete, as well as ensured by the greatest care in the purification of the metals to be employed. Gold coins are of higher value than any other, throughout all nations where they are used in abundance; but it by no means follows that accounts should be kept in the more valuable coins, and although our money of account, the £ sterling, corresponds in nominal value to the real value of the gold sovereign, yet this is an accidental rather than a necessary circumstance, yet it is a great source of convenience that they do so correspond. Indeed, a money of less value is generally preferred; thus very many nations, as the Chinese, Americans, Spaniards, &c., consider the dollar as the chief money of account, so also the French prefer the franc, and the East Indians the rupee; all silver coins. The precious metals when perfectly pure are not sufficiently hard to retain a good impression through long service, hence about $\frac{1}{11}$ of copper is added to gold, and about $\frac{1}{15}$ part to silver. Gold and silver although when alone are soft, yet when united they form an alloy harder than either of them separated; and it sometimes occurs that the gold coinage is alloyed with silver, instead of with copper, or with at least a portion of silver; this is the cause of the varied color of our sovereigns. Foreign coins in this country are considered as bullion or lumps of metal, of a value according to their weight and fineness, without reference to their coined value. Gold is the only coin which is in this country a legal tender to any amount above 40s.; silver and copper being considered subordinate coins, and therefore useful only as a subdivision of the £ sterling, or gold sovereign, and not intended as a medium for balancing large accounts. The penal laws to

prevent the counterfeiting, clipping, damaging, or coloring coin, or uttering the same counterfeit or injured coin, are very stringent, and contained in 2 and 3 Will. IV, c 34; belonging to criminal rather than commercial law, we refrain from inserting them. Separate coins are made at the English mint for each of our important colonies, different from those coined for Great Britain.—For the coins of the various nations, see those nations, and also the names of the coins, as *Rupée, Dollar, &c.*

COINING. The making of coins. In the tin mines of Cornwall it signifies the weighing and stamping the blocks of tin with a lion rampant, performed by the queen's officer.

COIR. A species of yarn, manufactured from the husky shell of the cocoa nut. The external fibrous shell of the nut is first separated; then soaked in water, and afterwards beaten to separate the crumbly part from it. The fibres will remain, and form the hemp-like substance called coir; and which is in very general use throughout the East for ropes, matting, sail cloth, and numberless other purposes; it being considered as far superior to hemp, especially for boat ropes; as it is said to be imperishable in the water, and exceedingly strong. That which is the finest, clearest from dust when dry, and of the lightest color, is the best. Ceylon produces large quantities for the supply of Calcutta, and other parts of India. Of late years coir has been imported into England for the stuffing of beds, chairs, &c., and making of coarse sacking. It is brought for convenience sake in the state of ropes or twine, but has never been much encouraged; 2000 cwt. were imported in 1840 at a duty of 5s. Since that time the duty has been reduced from 5s. to 2s. 6d. from foreign countries, or 1s. 3d. from British possessions.

COKE OR COAK. Charred or half-burnt coal.

COLCOTHAR OR CROCUS. A red powder, chemically called the sesquioxide of iron. It is made by adding pearl-ash to a solution of sulphate of iron, when the crocus is precipitated, or else by burning the sulphate in a crucible. It is often called jeweller's rouge, and is used for the cleaning of plate and articles of jewellery. It is also the substance which, mixed with lard, forms the red ointment covering one side of razor strops.

COLLAR. In shipping, the lowest part of any of the principal stays of the masts, or the part by which the stay is confined at its lower end. Thus the collar of the main-stay connects the lower end of the stay to the ship's stem. A collar is also a rope formed into a wreath, with a heart, a thimble, or a dead-eye, worked into the bight, to which the stay is confined at the lower part.

COLLEGE OF CIVILIANS, commonly called

Doctor's Commons, was founded by Dr. Harvey for the professors of the civil law resident in London. The law courts there established, with the exception of the Admiralty court, are however more cognizant of ecclesiastical than civil offences. To this college belong thirty-four proctors, who manage for clients or suitors various duties, such as procuring licences of marriage, letters of administrations, copies of wills, and conduct actions between parties relative to divorces, church offences, and other matters of which the spiritual or ecclesiastical court takes cognizance.

COLLET. In glass making, is that part of the melted glass which sticks to the iron instrument, wherewith the metal was taken from the furnace.

COLLIERS. Vessels employed to carry coals from one port to another, chiefly from the northern parts of England to the metropolis and more southern parts, as well as to foreign markets. They are usually large brigs, as represented beneath.



COLOCYNTH, COLOQUINTIDA, OR BITTER APPLE. A drastic aperient medicine, the produce of an annual plant called *Cucumis colocynthida*, the foliage of which has much the character of the cucumber: the fruit is about the size of a large orange. When ripe the fruit is gathered, peeled, and placed in an oven to dry, in which dried state it is brought to England. It is the produce of the Levant, Turkey, Egypt, India, &c. The duty is 1d. per lb.

COLOGNE. One of the most ancient, as well as considerable cities of Germany, containing 50,000 inhabitants, and carrying on a very extensive trade with Holland, being the place of chief intercourse with that country. There is a great exchange of wine and other productions brought down the Rhine for colonial and manufactured goods. Its port is large and commodious; between 3 and 4000 vessels annually arrive either to deposit hard-

ware, Indian goods and products, &c., or to receive eggs, butter, fruit, wine, silks, toys, and other commodities of Germany, not forgetting the perfumed liquor known as Cologne water, and of which as many as from 80 to 90,000 flasks are sent out annually.



COLOMBIA. A large district of the northern part of S. America, which established itself as an independent republic, and threw off the yoke of the Spaniards in 1819. It comprised at that time, and for some years afterwards, the immense tracts of Venezuela, New Grenada, and Ecuador or Quito, constituting at that time three presidencies under one political head. In 1831, each of these presidencies was formed into a distinct republic, though all three are still called the Colombian republics. Of the present Colombia, Sante Fe de Bogota is the capital and seat of government. In commerce, Colombia produces and requires the same products as the surrounding states. It yields for exportation, tobacco, corn, coffee, sugar, hides, ornamental woods, &c.; and imports manufactured goods, particularly British articles of every description, receiving them not merely through the regular channels of trade, either direct from Britain or from the United States, but also by means of a very extensive system of smuggling carried on with the West Indian islands: the population being so scattered, the coast so extensive, and the political dissensions so numerous, that it cannot be prevented; hence the revenue from the customs department of Colombia is much less productive than even a few years since. The following is the flag of Colombia:—



COLOMBIAN BONDS. The expenses of the war of independence of the Colombians, and the political establishment of a republic in 1819, obliged the government to borrow money upon loan. They took up in London

£2,000,000 in 1822, at £84 per £100 bond, and £4,750,000 in 1824 at 88½ per cent., both bearing 6 per cent. interest. The bonds for the first loan being *red*, and those for the other being *black*, they are so distinguished in the market. No interest has been paid upon them for many years. The price quoted for them now is therefore very low. On the 16th of March, 1843, it was 26½ per cent. The division of Colombia into three states in 1832, required also a division of this debt, and by agreement New Grenada takes half, Venezuela 28½ per cent., and Quito 21½ per cent.

COLONIAL POLICY. It has justly been the object of the English government at all times to favour its own colonies in preference to foreign states, and as far as possible to make the interests of the colony and mother country subservient to each other. How far its acts have at all times conduced to this end is a matter of much doubt; for example, to restrict the West India Islands from refining their sugar, in order that the whole refining trade may be carried on here is certainly not beneficial to the colony itself, nor yet is the obligation upon them to receive provisions and other articles in British ships only, when the Americans would freight them more cheaply. Still these are trifles compared to the advantages they are allowed over the rest of the world in receiving British goods, and still more so in the very much less amount of duty required upon their produce when imported here, not amounting in general to more than one half, as will be seen by the inspection of any article the duty of which is noted. This gives to the colonies almost the exclusive supply of the home market, and consequently a certain sale, and remunerating price for their product.

COLONY. A territory possessed by a superior nation at a distance, and generally peopled and cultivated by persons who have emigrated from the more important country, and which is therefore called the mother country. A foreign possession of a country is not necessarily one of its colonies, as a possession may be acquired by purchase, treaty, or conquest; but a colony implies a place first raised into importance by the mother country. A dependency is also different, as it implies merely a district under the protection of the stronger power. Thus India is a dependency of England, the Cape of Good Hope is a possession, and Canada and Australia are truly colonies. These distinctions are not necessary to observe in common discourse, and thus the whole are often combined under each of the above terms. Colonization, or the first peopling a distant, and at the time an unimportant district, may arise from political dissention; thus America was first peopled by the English; or it may

proceed from commercial enterprise; as a refuge for the superabundance of a too-rapidly increasing population; governments may assist in relieving the mother country from the above surplus, or may institute a colony as a market for home produce; as a safeguard and country of refuge for shipping; a military depôt; or to command certain channels of trade, navigation, &c. Upon examination of the British dependencies, (see *British Possessions*;) it will be seen that they are so situated, as to command every important channel throughout the world. New Brunswick, Nova Scotia and Newfoundland, are the keys to Canada, and command the St. Lawrence. The Falkland Islands equally watch over the channel around Cape Horn. The W. India Islands and Guiana, control the Caribbean Sea. Ascension, St. Helena, the Cape of Good Hope, and the Mauritius, form a complete chain to India; or if we pursue what is called the overland journey across the desert of Suez, we have no less commanding points at Gibraltar, Malta, the Ionian Islands and Aden. Ceylon is the half-way station between Mauritius and Calcutta, or between Bombay and Madras. The Andaman Islands and Singapore carry us by easy journeys to China, where we have now obtained the fine island of Hong Kong, safe, healthy, commodious for shipping, and well situated for trade. Not forgetting also our possessions in the South Seas and the channel islands of Jersey, Guernsey, &c. The colonies of other nations are very inconsiderable, and will be found under the names of *France, Spain, Portugal, Holland, Denmark and Sweden*, these being the only states with foreign possessions.

COLORS. The flags or banners which distinguish different nations, cities, departments of state, &c. These will all be found under the names of the various nations, &c., which bear them.—See also *Ensign, Jack, Standard, &c.*

COLZA, OIL OF. The oil expressed from the seed of one species of the cabbage, (*Brassica oleracea*.) Colza oil is much used in France and Belgium for burning in lamps and other purposes.

COLUMBO. The capital of Ceylon, situated at the S.W. part of the island, in E. lon. 79° 50', and N. lat. 6° 55'. It is defended by a very strong fort, nearly surrounded by the sea, in which is a light-house, 97 feet high. There is no harbour, but only an open roadstead, and this is only safe for less than half the year, namely from October to the end of March, during the prevalence of the N.E. monsoon, when the wind blows off the land. For this reason ships prefer to anchor at Trincomalee, which has a fine harbour, open and safe at all seasons. Notwithstanding this, nearly all the foreign trade of Ceylon is carried on from Colombo, it being connected

with the most fertile parts of the country by good internal navigation. For its commerce, see *Ceylon*.

COLUMBO ROOT. The root of a plant bearing the same name in most languages. It forms a staple article of commerce from Mosambique. It is generally in circular pieces from $\frac{1}{4}$ an inch to 3 inches in diameter, of an aromatic smell and bitter taste. Choose the largest pieces, fresh, of a light color, and as free from worms as possible, rejecting that which is small and broken. The drug is used in a small degree in medicine. The duty is 1s. per cwt.

COLUMN OF A FLEET. A row of ships following each other in an established order; it is usual to divide a fleet into two or three columns.

COME HOME, TO. The anchor is said to come home when it loosens from the ground by the effect of the cable, and approaches the place where the ship floated at the length of her moorings.

COME NOT NEAR. The order on board a ship to the helmsman not to steer the ship so close to the wind.

COME UP THE CAPSTAN. The order to turn it the contrary way to that which it was heaving, so as to slacken or let out some of the rope which is about it.

COME UP THE TACKLE WALL. To loosen it gently.

COMING TO. That part where a vessel stops in approaching the wind.

COMFITS. Any kind of fruit, root or seed dried and enveloped with sugar. The duty is 6d. per lb. from foreign countries, and 3d. per lb. from our own possessions. To evade this extra duty, and which is of a considerable amount in so cheap an article as the usual kinds of confectionary, great quantities of French comfits and other things of the like kind, were imported first to Guernsey and thence to England. To stop this system of evasion, by an act 5 and 6 Vict., commonly called the New Tariff Act, all such articles are declared of foreign manufacture, and must pay accordingly.

COMMANDER. In the royal navy, is an officer next in rank to a post captain, he ranks with a major in the army. Commander in chief implies its own meaning. A commander is also a heavy mallet, used on sundry occasions on board a ship.

COMMASSE. A small money current at Mocha; it contains little silver, and is liable to great fluctuations in its circulating value; sixty of them may be termed the average currency for a Spanish dollar.

COMMERCE. A transaction or series of transactions, by which the superfluities of one country are transported to another, and either sold for an equivalent value in specie, or bartered for the superfluous goods or pro-

ducts of that other country. This is all transacted by means of merchants, factors, ship owners, &c., without requiring the manufacturer or producer to lose his time, or incur the delays and liabilities of the adventure, therefore commerce implies no interruption to industry, or to production or consumption. It is this which constitutes the difference between trade and commerce; the latter term being by far the most extensive in signification. The word trade being restricted to inland or coasting transactions, while commerce signifies the whole traffic and intercourse between different nations. Trade and commerce are, however, often used synonymously; thus we say, the American trade, the colonial trade, &c. It is impossible here to enter into the commerce of different nations; we must refer therefore to their various names where the most important particulars relative to each will be found.

COMMISSARY. Synonymous with deputy: thus, the commissary of the consistory courts acts in places remote from the court, instead of the chancellor or judge. In military affairs, the parties who provide clothing, &c. for the army are called commissaries, and the whole body of officers belonging to this department, the commissariat.

COMMISSION. In the navy, is a general or particular warrant of office granted from the admiralty to officers when promoted from one rank in the service to another. Lieutenants are the lowest class of commissioned officers, captains next, commanders next, then post captains, and lastly, admirals. Officers are said to be *in commission* when they are appointed to ships, as they then receive another commission from the admiralty, expressly for the ships they are appointed to command; and admirals the same, when appointed to a squadron or station. This commission entitles them to full pay and prize money. When a captain or other commissioned officer is appointed to a ship already in commission, his commission is read to the officers and ship's company publicly. To put a ship into commission is to appoint officers to her, and that ship is said to be in commission as soon as the pendant is hoisted, and not before, though the officers receive full pay from the date of their commissions, but not provisions till they join their ship.

COMMISSION. In law, an appointment usually by letters patent or warrant to persons as authority to execute certain duties therein expressed, who are called therefore commissioners. In this mode many offices and departments are filled, as commissioners of the navy board and victualling board, poor-law commissioners, commissioners of bankruptcy, and many others; and even some of the highest judicial or ministerial functionalities of the realm are appointed thus: as when

parliament is not opened by the sovereign in person, a commission is appointed to read the speech, &c.; so also bills which have passed the houses of parliament are often signed for the sovereign by commissioners; and judges previous to going the circuit hold several commissions for that purpose. The high offices of state are often filled in a similar manner; thus the custody of the great seal is put in commission in the absence of a lord chancellor and lord keeper. The treasury and admiralty have of late years been entrusted to commissioners; no lord high treasurer or lord high admiral having been appointed. Magistrates or justices of the peace are appointed by means of a commission, occasionally renewed, commonly termed the commission of the peace.

COMMISSION. In arithmetic, a per centage paid to agents or factors, for transacting business for another party. If persons make a trade of this, and do nothing on their own account, they are often called commission agents.

COMMISSION OF BANKRUPTCY. An order issued by the lord chancellor under the great seal of England on the insolvency of traders, and directing the commissioners of bankruptcy to secure the property of the bankrupt for the benefit of his creditors, and to examine his affairs. The term of commission of bankruptcy is now disused, and the expression fiat of bankruptcy substituted. Other alterations have also been made in the bankrupt laws, (see *Bankrupt*;) by several late statutes, which have greatly altered the former duties of the commissioners of bankruptcy, and do not require now a special commission in every case. The commissioners in town bankruptcies are the six commissioners of the court of bankruptcy, who may act together or singly, and being judges of record are protected in the duties of their office. The same protection is extended to country commissioners, who are permanent officers chosen by the judges from among the barristers, attorneys, or solicitors, in the respective counties of the circuits, subject to the approval of the chancellor; these must take a fresh oath at every fiat. A commissioner of bankruptcy, whether in town or country, summons and examines the bankrupt upon oath, inquires into the trading and bankruptcy by witnesses and documents, appoints assignees, and times of meetings of creditors, holds and collects the estate, examines the proof of debts, authorizes dividends, and finally grants the bankrupt's certificate or discharge. He has power to enforce his authority, and exact the truth by the remanding and committal of the bankrupt, or of a witness for concealment, fraud, or perjury, though a witness is not bound to answer a question which may criminate himself. The

decision of a single commissioner in London may be appealed against at a court of review; that is, a court of bankruptcy where there are three commissioners present; so also a single commissioner may refer any particular question to such a court.

COMMITTEE. A number of persons deputed for a certain purpose, as in the houses of parliament there may be private committees for the examination of intricate matters, or committees of the whole house. There are also select committees chosen as best adapted to examine into particular or delicate questions. All private bills are first referred to select committees, who examine evidence as to the utility and effect of such bills upon society or upon neighbourhoods, &c.

COMMODORE. A general officer in the British navy, invested with the command of a detachment of ships of war destined to any particular enterprise, during which time his is distinguished from the inferior ships of the squadron, by a broad red pendant, tapering towards the outer end, and sometimes forked. The title of commodore is also given by courtesy to the senior captain, where three or more ships of war are cruising in company. Commodore likewise denotes the convoy ship in a fleet of merchantmen, which carries a light in her top to conduct the rest and keep them together.

COMMON. That soil the use whereof is common to a particular town or lordship, or is a profit and right that a man has in the land of another, usually in common with others, or a right which he hath to put his cattle to pasture upon ground which is not individually or exclusively his own.

COMMON LAW. This expression is used in two different senses, according to the subject under consideration. We speak of the common law in contradistinction to the ecclesiastical and to the equity law. We also by the common law sometimes mean the unwritten or ancient customary law; in this sense it is opposed to the statute law, which is of positive enactment. In this latter sense the validity of law depends upon precedent, and upon long continued custom. In the popular sense in which the common law is distinguished from the ecclesiastical and the equity, it comprises every thing both civil and criminal, which is decided by a jury. It has been defined as the whole of that code, whether founded on statute, precedent or custom, which is now administered in the common law courts of Westminster Hall; also the court of Queen's Bench and the criminal courts of the Old Bailey, and this definition will comprehend all similar courts throughout the kingdom, as these are bound to act on the decisions of the superior courts.

COMMON PLEAS OR COMMON BENCH, COURT OF. One of the superior courts of

civil law, in which causes between subjects are tried. This court has concurrent jurisdiction with the other two superior common law courts in personal actions and ejectments. There is one superior judge called the lord chief justice of the court of common pleas, and four inferior judges. The court is held in Westminster Hall.

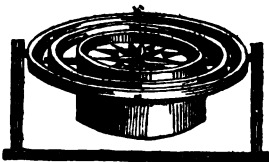
COMMONS, HOUSE OF. The third estate of the kingdom, consisting of the elected representatives of the people. (See *House of Commons*.)

COMPANION. A sort of wooden porch erected over the staircase which leads down to the cabin of a ship, the stairs of which are called the companion ladder.

COMPANY. An association of individuals for the purpose of carrying out by their joint effects or means, the object for which they unite, and which is generally an object too great, expensive, or laborious, for a single individual to undertake. For success a company requires the capital and industry of many, with the unity of purpose which a single individual would possess. Of such importance in commercial and national affairs are companies that all the important transactions of this country are conducted by their means. Companies are of several kinds:—First, *Private* companies or partnerships. These are voluntary associations of two or more persons for the acquisition of profit, with a contribution for that end of stipulated shares, course of business, mutual guarantees, &c. (See *Partnership*.) Second, *Joint stock* companies differ from the above in three ways. The credit is placed on the joint stock of the company, as indicated by a descriptive name, instead of being personal, as indicated by a private company or firm. Third, That the management is delegated by the partners to a body of directors; and Fourth, That the shares are transferable. Fifth, *Public or chartered* companies are of different kinds. A royal charter enables a joint stock company to enjoy the advantages of a corporation, the shares of such a company are transferable, the company itself undissolved by the death or bankruptcy of partners, and the management and title to pursue are vested in the officers appointed according to the charter. Sixth, *Livery* companies are chartered trading companies of the city of London, which do not trade upon a joint stock, but are obliged to admit any person properly qualified, upon paying a certain fine, and agreeing to submit to the regulations of the company, for which he enjoys certain privileges. (See *Livery Companies*.) The members of these companies have no connexion with each other's trading or other transactions, except according to the rules of the company. *Regulated* companies are to national commerce what livery companies are to London trade. These com-

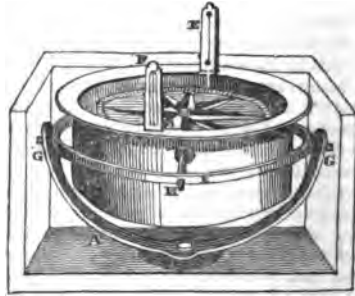
panies, of which very few remain, were associated for mutual support and general assistance in hazardous pursuits, such as the whale fishery, the defence of a place, and regulation of trade therein, &c.; the East-India Company and Hudson's Bay Company are of this nature. At a former period there were very many of these companies. *Patent* companies are associations instituted under the act 7 Will. IV. and 1 Vict. c 73, which provides for the limitation and regulation of the partners by letters patent, instead of incurring the expense of an act of parliament. *Learned* companies or societies are sometimes chartered and sometimes not; they are of the nature of joint stock companies, but without transferable shares. He who wishes to belong to one of them, must be nominated by a certain number of members who know him personally; he must then be ballotted for, and if elected, he pays a stipulated fine and a yearly subscription; should the society be dissolved, he may claim his proportion of the remaining assets.

COMPASS. A name given to instruments contrived to indicate the magnetic meridian, or the position of objects with respect to that meridian; by this are ascertained the course of the ship, the bearings of places, &c. According to the purposes to which the instrument is applied, it is called the mariner's compass, the azimuth compass, the variation compass, &c., each particular application requiring some peculiarity of construction, but whatever modifications it may receive the essential parts are the same in all cases. There is a magnetized bar of steel called *the needle*, having fitted to it at its centre a cap, which is supported on an upright pivot made sharp at the point, in order to diminish the friction as much as possible, and allow the needle to turn with the slightest force. The mariner's compass has a circular card attached to its needle which turns with it, and on which are marked the degrees, and also the thirty-two points, with their half and quarter points. This is inclosed in a round brass box, which is supported by two rings called gimbals, inside another box which forms the outer case, and is represented beneath:—



The *azimuth* compass has its circumference only marked with degrees, and is provided with sights that the position of an object seen through the sights may be marked with

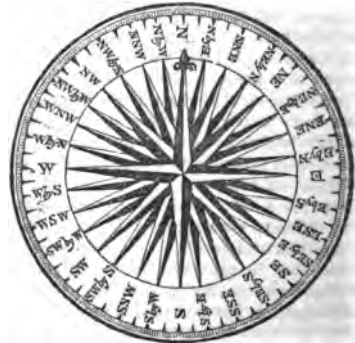
greater accuracy; it differs in no other manner from the mariner's compass.



The only difference of the variation compass is that the needle is made longer, by which diurnal variations may be more accurately marked.

COMPASS, BOXING OF THE.—See *Boxing*.

COMPASS, POINTS OF THE. The thirty-two principal divisions on the card of a mariner's compass, each of which has a particular denomination, either that of the cardinal points E east, W west, N north or S south, or combinations of them as follows:—



These points are also called *rhumbs*, each of them contains $11^{\circ} 15'$, and is again divided into quarter points.

COMPASSING OR COMPASS TIMBER. A name given by shipwrights to such pieces of timber as are arched or curved.

COMPOSITION. An agreement made between an insolvent debtor and his creditors; the one to pay, the other to receive a certain sum, at or within a certain time, in lieu of their respective demands. The debtor, upon fulfilling the stipulated composition contract, is relieved from the further operation of the laws relative to those debts for which it was made.

COMPOUND INTEREST.—See *Interest*.

COMPOUNDING A FELONY.—See *Compromise*.

COMPROMISE. A mutual promise or agreement, between two or more litigant parties, to adjust the matter of dispute by arbitration, or any other mode which they may agree upon. When an action for debt, damage, trespass, &c., is commenced against a party, and he is desirous of staying further proceedings, and thus saving expenses, he may compromise either by *cognovit* or otherwise, as the parties may agree; this is called compromising an action. But if the case be a felony, the prosecutor or witness cannot do so by law, as he thereby shields the criminal from punishment; this is called compounding a felony.

COMPTROLLER OF THE NAVY. One of the commissioners of the navy board, at which he presides to direct the inferior and civil department of the marine. Other departments of the state have also a comptroller, as the comptroller of the exchequer, &c.

CONCEPTION. A sea-port of Chili; the new town is three miles from the sea. The harbour is one of the most commodious in the world, and well sheltered from the ocean by the island of Quiriquina, which forms two entrances into the bay. The chief exports are hides, tallow, dried beef, wheat, and flour. W. lon. 73° 9. S. lat. 36° 47.

CONESSI. The bark of the oval-leaved rosebay, (*Verum antidysentericum*.) It is obtained chiefly at Tellicherry, on the Malabar coast, whence it is sometimes called Tellicherry bark. It has lately been introduced into the materia medica as an astringent and tonic.

CONNEY SKINS. The skins of the wild rabbit, used for common trimmings, and for the making of hats; the fur being shorn off for this latter purpose, and then called coney wood. Besides the vast quantities raised in this country, as many as from 300,000 to 500,000 skins were a few years back imported annually, though the quantity of late years has declined considerably, in consequence of silk being used so much for hats. In 1840, the importation was only 92,000 skins, paying then a duty of 2s. per 100. At present the duty is 6d. if from foreign countries; 3d. if from our own possessions.

CONGOV.—See *Tea*.

CONNING OR CUNNING. Among sailors, is the art of directing the steersman to guide the ship in her proper course. The officer who performs this duty is either the pilot or quarter-master.

CONSCIENCE, COURTS OF, commonly called courts of requests, are courts for the recovery of small debts. The jurisdiction of these courts in London and other places arises out of various statutes, beginning with 1 James I, c 14; their original appointment having been by order of council under Henry VIII. The jurisdiction of the London court of conscience, held adjoining Guildhall, is extended

by 39 and 40 Geo III, c 104, to the recovery of debts not exceeding £5; also in Southwark and many other places by subsequent statutes. The judges are called commissioners, and are chosen from the neighbouring inhabitants annually. From their decision there is no appeal; and they have the power of enforcing their judgment by a levy upon the goods of the debtor. A summons is first taken out; if the debtor neglect to appear to the summons, an order issues to demand payment, which, if neglected, is followed by an execution.

CONSIDERATION. In law, is the material clause of a contract, without which it is not binding on the party who makes it. Consideration is said to be either expressed or implied. An express consideration is where the motive or inducement of the parties to the contract is distinctly declared by its terms; as where a man bargains to sell an article for a certain price. It is implied, where an act is done, or a legal demand forborne at the request of another, without an express stipulation in which case the law presumes an adequate compensation for the act or forbearance to have been the agreement of the one party to the offer of the other, as where a person comes to an inn and makes use of it, the intention to pay for the accommodation is presumed. Consideration is also either valuable, that is, for money or an equivalent; or it is of natural affection, certain degrees of relationship affording in some cases sufficient consideration for a gift.

CONSIGNMENT. Goods sent from one person to another to be at his disposal for sale, or otherwise according to circumstances. The person who transmits the goods is called the consigner, he who receives them the consignee. These terms are used to express generally the shipper of merchandize, and the person to whom they are addressed, either by bill of lading or otherwise. The most ordinary consignment is to factors, who sell the goods consigned for their principal as if they were their own, the buyer only being acquainted with the factor who sells them, and responsible for the payment, &c. to him. Consignments may also be made in lieu of monies owed, or as a security for monies advanced to the principle, in such case the holder has a lien upon the goods consigned until his just demand is satisfied.

CONSISTORY. An assembly of ecclesiastical persons, also certain spiritual courts are so called which are holden by the bishops in each diocese. At Rome the consistory denotes the judicial court constituted by the college of cardinals. In the consistory courts of England, the chancellor of every archbishop and bishop is the judge, and a commissary is appointed for places remote from the consistory.

CONSOLIDATED FUND. Down to 1816, the exchequers of Great Britain and Ireland were kept separate, certain portions of the public revenue arising in each kingdom being especially appropriated to the discharge of the interest on its own debts, and other peculiar purposes. But on Jan. 5, 1816, the separate exchequers were consolidated into one, and an act was at the same time passed, consolidating certain portions of the joint revenue of Great Britain and Ireland into one fund, hence called the consolidated fund, and providing for its indiscriminate application to the payment of the public debts, civil lists, and other specified expenses of both kingdoms. It embraces very nearly the whole of the public income.

CONSOLS. A familiar term used to denote the portion of the national debt of the United Kingdom, forming the 3 per cents. consolidated annuities.

CONSTABLE. An officer peculiarly appointed to preserve peace, and to take into custody offenders against the laws. Parochial constables have other duties to perform, for example, summoning jurors to coroner's inquests, courts, &c.; to collect and bring up witnesses, &c.

CONSTANTIA WINE. A rare and delicate wine, made at the Cape of Good Hope. It is of two kinds, red and white, and is produced at only two farms in the colony. The duty is 2s. 9d. per gallon.

CONSTANTINOPLE. This city, the capital of the Turkish empire, when compared to other European capitals, is justly said to be the most beautiful externally, and the most dirty internally. It is situated on a promontory of land, washed on the one side by the sea of Marmora, on another by the Bosphorus or channel leading to the Black Sea, and on the third by the Porte, which is a small gulf; the base of the promontory being united to the main land of Turkey. It is in lat. 41° N. and lon. 28° 59' E., and contains about 400,000 inhabitants. The portion of this city situated on the sea shore in the narrow straits between the Mediterranean and the Black Sea, of which Turkey commands the entrance, renders Constantinople in a commercial point of view of superior importance; nor is the harbour annexed to the city of less value. It consists of an extensive inlet called the Porte, and from which the nation itself has its name of Sublime Porte, stretching along the north part of the city, and dividing it from the suburbs of Galata and Pera. It has sufficient depth of water to float the largest ships, and can accommodate more than 1000 sail. The quays are good, and the ships lie alongside. Foreigners live chiefly in the suburbs; it is therefore in Galata, Pera, and Scutari, which last is on the east of the city and on the Asiatic side of the Bosphorus that the chief

trade is carried on. The houses are mostly of wood, and ill constructed; the streets narrow, irregular, ill-paved, ill-lighted, and filthy in the extreme.



The trade of Constantinople is not so considerable as might have been expected from its facilities for commerce. Its imports consist of corn, iron, timber, tallow, and furs, from the Black Sea; and of cotton stuffs and yarn, tin and tin plates, woollens, silks, cutlery, watches and jewellery, paper, glass, furniture, indigo, cochineal, coffee, from England, and other European countries; also corn and coffee from Alexandria, and the latter from Brazil, direct in American ships. Sugar is imported partly from the East, but principally from the West Indies. The exports are very inconsiderable, consisting of silks, carpets, hides, wool, goat's hair, wax, galls, bullion, and diamonds. Trade is chiefly in the hands of the English, French, and other European nations, denominated Franks, and of Armenians and Greeks. The brokers are mostly Jews. The duties upon all goods imported or exported is the same, and extremely small in amount, being only 3 per cent.; neither are there any restrictions, except upon the export of provisions, and this by no means rigidly enforced. The above account of commercial imports and exports gives no idea of the whole Turkish trade, the greater portion being carried on not so much at Constantinople, as at Smyrna and other parts of the Levant. Accounts are kept in piastres, now worth a very little more than 4d. each. A bag of silver is equal to 500 piastres, and a bag of gold 30,000 piastres. The weights are the quintal or contara equal to 124½ lbs. avoirdupoise, and its subdivisions of batman, oke, and rottolo. The measure for length upon ordinary occasions is the pik, which is estimated at ½ of an English yard. Corn is measured by the killow, 8½ of which equal 8 bushels English. Oil and other liquids are sold by the Alma or meter = 1 gallon 3 pints English wine measure. The port charges on account of English vessels in the harbours of the Ottoman empire are fixed by treaty at exactly 300 aspers for vessels of all sizes.

CONSUL. An officer appointed by a government to reside in some foreign country, for the purpose of facilitating and protecting the commerce of the subjects of such government. Consuls are not in general reckoned among diplomatic ministers, but in some particular cases, such as that of the consul general sent to some of the semi-barbarous states of Africa, consuls have diplomatic duties to perform, and are accredited and treated as ministers. The duty of a British consul is to protect and promote the lawful trade and interests of Great Britain; to give his best advice and assistance to all British subjects whenever called upon, and to uphold their interests and privileges both in person and property, placing however cases where redress cannot be obtained from the local authorities into the hands of the British minister. The consul is also required to send annually to the secretary of state for foreign affairs, a return of the trade at the ports within his consulate, to transmit quarterly a weekly account of the prices of agricultural produce, with the course of exchange, &c.; also the appearance of any contagious disease at the place of his residence; to afford relief to any distressed British subjects thrown upon the coast, or reaching by chance any place within his consulate; and to furnish intelligence, obtain supplies, and generally assist any queen's ships arriving at any part of his district. Consuls are allowed to trade on their own account, and to receive fees for all the duties they perform for private parties. These are established by 6 Geo IV. c 87.

CONTEMPT OF COURT OR CONTUMACY. In law, the refusal to appear in court when legally summoned, or acting in disobedience to the rules and orders of the court, and which has power to punish such offences. Contempt of the king's prerogative by refusing to assist him, or what is the same thing refusing to assist his officers, from the supreme judge down to the lowest constable, in the due exercise of his lawful authority, is a high misprison or misdemeanor.

CONTINENT. In geography, a large extent of land not separated by seas, in contradistinction to island, peninsula, &c.

CONTINENTAL SYSTEM. A plan of the emperor Napoleon to exclude the merchandise of England from all ports of the continent. It was commenced by the decree of Berlin in 1806, which declared the British Islands in a state of blockade, and made prisoners of war all Englishmen found in the territories occupied by France and her allies. The blockade thus instituted was far from complete, and in the course of events licenses were expressly granted by the government for its invasion, and became a source of revenue.

CONTINGENT. In politics, the proportion,

generally of troops, furnished by one of several contracting parties, in pursuance of an agreement.

CONTO. A Portuguese word, denoting a million; thus a conto of reis is 1000 milreas.

CONTRA. Against, or on the other side; as in an account the debtor and creditor are contra to each other.

CONTRABAND. A commodity prohibited to be exported or imported, bought or sold. Also that class of commodities which neutral nations are not allowed to carry during war to a belligerent power. These last are principally warlike stores, or any thing that may be made available to carrying on the war, such as arms, ammunition, saltpetre, horses, timber for shipping, naval stores, and in some cases even provisions. Contraband goods are not only liable themselves to confiscation, but in most cases the ship, cask, vessel, &c., which contains them.

CONTRACT. A covenant or agreement between two or more parties, with a lawful consideration or cause.

CONTRAYERVA is a root, an inch or two long, about $\frac{1}{4}$ an inch thick, full of knots, hard, and of a reddish color, the produce of the *Dovstenia contrayerva*. The taste and smell are bitterish and aromatic. It is a drug used as a purifier of the blood.

CONTROL, BOARD OF, OR BOARD OF COMMISSIONERS FOR THE AFFAIRS OF INDIA, consists of such members of the privy council as Her Majesty is pleased to appoint, of whom the two principal secretaries of state and chancellor of the exchequer always form three. The president is usually a cabinet minister. The controlling functions of the board consist in revising all dispatches prepared by the court of directors, and addressed to the governments in India. It has also the power to require the court to prepare dispatches on a given subject, and of revising and altering them. The board is divided into six departments; accounts, revenue, judicial, military, secret political, and foreign or public. The names of the first four indicate their duties; the secret departments are respecting confidential communications addressed, as the act prescribes, by the local governments to the secret committee of the court of directors, and *vice versa*; the political comprising general correspondence respecting native chiefs and states; the foreign respecting Europeans and Americans resorting to India; the public department takes charge of commercial, ecclesiastical, and other miscellaneous items.

CONVENTION. In politics, assemblies of national representatives acting as a parliament, but not convened by legal authority. Thus the parliament which re-established Charles II. was a convention; the lords meeting by their own authority, and the commons by writs issued in the name of the

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keepers of the liberties of England. A military convention is an agreement between military commanders for a temporary suspension of hostilities.

CONVEYANCE. A deed which passes land from one to another. A conveyancer is a lawyer, whose business consists in advising and preparing such deeds. It is not necessary to be called to the bar to practice as a conveyancer.

CONVOY. A fleet of merchantmen bound on a voyage to some particular port, and protected by an armed force.

COOMB. A measure for corn, equal to four bushels.

COPAIVA, COPAIBA OR COPIVA BALSAM. (*Baume de copahu* Fr. *Kopaiva balsam* Ger. *Copayva* Spa.) This balsam, so valuable in medicine as a diuretic, is the produce of a tree of South America, particularly Brazil, (whence the greater part is obtained,) and the West India islands, called *Copaiva officinalis*. It is imported in small casks containing from 1 to 1½ cwt. When fresh, it has scarcely a greater consistence than oil, but when exposed to the air it becomes dry and hard, like resin or turpentine. The odour is aromatic, and to most persons agreeable; but the taste is hot, nauseous, and bitter. The duty is 4s. per cwt., and the quantity entered for home consumption in 1840 was 876 cwt.

COPAL. A valuable and singular kind of resin, though improperly called gum copal, which naturally exudes from different large trees, and is imported chiefly from America, but partly from the E. Indies. The best copal is hard and brittle, in rounded lumps of a moderate size, easily reducible to a fine powder, of a light lemon yellow color, beautifully transparent. It is one of the most difficult resins to dissolve in spirits of wine, none but the strongest spirit having any solvent effect upon it. It may however be dissolved in linseed oil. When thus made into a varnish, it is used as carriage varnish, and to cover tea-boards, work boxes, snuff boxes, pictures, &c., the coat which it gives to them being very hard, glossy, durable, and not liable to injury by contact with spirituous liquors, or other menstrua for the inferior varnishes; that of animi for example, the two resins being very similar in appearance, but the latter is readily soluble even in a weak spirit; hence the two can be readily known from each other by examination, though to an inexperienced eye it is difficult to do so by mere inspection. Copal is also brittle between the teeth, whereas animi softens in the mouth. The duty upon copal was in 1842 reduced from 6s. to 1s. per cwt. It was at one time as much as 56s. per cwt.

COPARTNERSHIP.—See *Partnership*.

COPECK. A money of account and coin of Russia, of the value of not quite an English

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halfpenny, or the hundredth part of a ruble. The half copeck is the smallest Russian coin.

COPENHAGEN. The capital of Denmark, situated on the east coast of the island of Zealand, in the channel of the Baltic Sea, called the Sound, in lat. 55° 41' N. and lon. 12° 36' E. Copenhagen was once of more considerable note than at present; the restrictive duties upon most manufactures of foreign states having driven the English and others to different markets, particularly to Belgium, for those commodities formerly in a great degree brought from Denmark, such as grain, rape seed, butter and cheese, hides, bones, &c. Its principal trade is with Sweden, Prussia, Norway, next Great Britain, Russia, and last and least France. We send to Denmark, chiefly Copenhagen, vast quantities of coal and salt, but very little manufactured goods, except earthenware. The channel which leads to Copenhagen is narrow, and of rather difficult navigation, and the water is from 6 to 4 fathoms deep. In the harbour within the bar the water is 16 or 17 feet deep; the anchorage there and in the roads is good, and vessels are able to load and unload alongside the quays. The city of Copenhagen is handsomely built, but from the roadstead it presents the following, not very inviting, appearance.



Accounts are kept in rix-dollars of 6 marks. The current money is the Rigsbank dollar, worth 2s. 3½d. But the money used in commercial transactions is bank money, which is generally at a heavy discount. The commercial weights 16 lbs. = 1 lispound; 20 lispounds = 1 shippound. The pound is very nearly a tenth part less than our avoirdupoise pound, 100 lbs. making 110½ lbs. avoirdupoise. The liquid measure is the anker = to 10 English gallons nearly, four ankers make 1 ahm, and 6 ankers = 1 hhd. 2 hhd. = 1 pipe, and 2 pipes = 1 quarter. The dry measures are 4 viertels = 1 scheffel; 8 scheffels = 1 toende or ton; and 12 tons = 1 last = 47½ standard bushels. The length of the Rhineland foot = 12½ inches very nearly. The Danish ell = 2 feet. Copenhagen has good building yards, and numerous foreign as well as Danish ships are repaired here; the port charges are heavy.

COPPER. (*Kupfer* Ger. *Koper* Du. *Kopper* Swe. *Kobber* Da. *Cuivre* Fr. *Rame* Ital. *Cobre* Sp. *Mjed* Russ. *Nehas* Arab.) An abundant metal, found native and in many ores; of these the most important are the varieties of pyrites, which are sulphurets either of copper and iron, and hence called martial pyrites or copper pyrites, according to the metal in combination. The richest mines are those of Cornwall. Copper occurs in veins, traversing the primary rocks of that county; and is chiefly transported to Swansea to be smelted, in consequence of the deficiency of coal in Cornwall. Copper is distinguished by its color; its specific gravity is 8.6. It is ductile and malleable, and requires a temperature equal to about 2000° of Fah. scale for its fusion, that is, nearly a white heat. Exposed to air and moisture it gradually becomes covered with a green rust, and when heated red hot becomes covered with a black oxide. Copper is applied to so many purposes as to rank in point of utility next to iron, and in its alloys of brass, bronze, speculum metal, bell metal, &c., is even more useful. The ores of Cornwall produce about 8½ per cent. upon the average of pure metal, and yield 12 or 14,000 tons per annum, besides some smaller quantity produced by mines in Devonshire and Wales. The exportation of this metal in unwrought copper, coin, sheet copper, wire, and copper goods, averages 12,000 tons annually, partly derived from the British mines, and partly imported for the purpose of manufacture, and again exported in one of the above states of nails, sheets, wire, &c. The chief markets for British copper are the East Indies and China, France, and the United States. Copper ores are abundant in Sweden, Saxony, Russia, Persia, Japan, China, Chili, &c. That from Japan, and which is used throughout the East, is of the finest quality, and the mines apparently inexhaustible, as are also those of Chili. The duty upon copper imported is as follows:—

Duty & Ton.	From			From		
	E. C.			B. P.		
	£.	s.	d.	£.	s.	d.
Ore, with 15 & cent of metal	.3	0	0	1	0	0
" 20 "	.4	10	0	1	0	0
" more than 20 & cent.	6	0	0	1	0	0
Old wrought copper, & cwt.	0	7	6	0	3	6
Unwrought and cast copper	0	8	9	0	4	0
In part wrought ditto, also plates and copper coin	0	10	0	0	5	0
Manufactured copper and engraved copper-plates, 15 & cent. Copper and brass wire, 12½ & cent. ad valorem.						

COPPERAS. In commerce three different articles are known by this term, though it properly belongs only to the first of the three. These articles are the sulphate of iron, the sulphate of copper, and the sulphate of zinc; called respectively *green copperas* or *green*

vitriol; *blue copperas*, blue stone or blue vitriol; and *white copperas* or white vitriol. Of these the first is of most importance, it being used to a very great extent by dyers in producing black and other colors. It is also the coloring principle of black ink, and employed in tanning, medicine, the manufacture of Prussian blue, &c. The import duty upon green and blue copperas has been lately increased from 5s. to 10s. per ton if from British possessions, and to 20s. if from foreign countries; but of late years none was imported even at the lower duty of 5s.; iron and copper pyrites being so abundant in England that it has been found cheaper to make it for home consumption. The only process required is to submit the roasted pyrites to air and moisture, when it becomes covered first with a crust of the sulphate, and afterwards almost wholly changed into that salt; oxygen being absorbed from the atmosphere both by the sulphur and the metal of the pyrites, converting the latter into an oxide, and the former into sulphuric acid, which consequently acts upon the oxide, dissolving it, and forming the salt.

COPPERED OR A COPPER BOTTOMED VESSEL, is a vessel sheathed with thin sheets of copper, which prevent the worms eating into the planks, or filth accumulating on the bottom, whereby a ship is made to sail heavily. The *Alarm* frigate was the first ship ever coppered in the British navy in 1758.

COPPER FASTENED. The bolts and other metal work on the exterior of a ship's bottom, made of copper instead of iron; the advantage of which is that the vessel may afterwards be coppered without danger of the sheathing corroding the ends of the bolts, which it is found to do if they are made of iron. Most ships are copper-fastened at the present time.

COPPICKE. Woods which are cut down at stated periods to be manufactured into poles, rods, stakes, faggots for fuel, bark for the tanner, or charcoal.

COPPO. A measure for oil at Lucca, containing nearly 200 lbs. avoirdupoise.

COPYRIGHT. The property in literary works. The act which regulates the extent and conditions of copyright is that of 5 and 6 Vict. c 45, (1842) which defines copyright to mean the sole and exclusive liberty of printing or otherwise multiplying copies of any book, or part of a book, pamphlet, dramatic piece, sheet of music, map, chart, plan, &c., and enacts as follows:—That the endurance of such copyright published in the lifetime of its author, shall continue for the lifetime of such author, and for the further term of seven years after his death, provided that if such further term of seven years shall expire before the end of forty-two years from the first publication, the copyright shall in

such case last for such period of forty-two years. And the copyright of every book published after an author's death shall also last forty-two years. Books published previous to the passing of the act, are to have the same extension, if the author's property or that of his family; but not if in the occupation of a publisher who has purchased it, unless by the consent of the author to whom it would otherwise revert, after the period for which it was originally purchased. Publishers are bound to send a perfect copy of every work published to the British museum within a certain period, and also if applied to for them in writing, to send to the hall of the stationers' company, or to the libraries themselves four other copies for the Bodleian library at Oxford, the public library at Cambridge, the library of the faculty at Edinburgh, and the library at the college at Dublin. The proprietorship in the copyrights of books and assignments thereof is registered at stationers' hall, in a book kept for the purpose, for which registration five shillings is paid. This book may be inspected at all times for 1s. Infringing copyright subjects the offender to an action for damages.

COQUILLA NUTS, are produced in the Brazils by *Attalea funifera*. The shell is nearly solid, the substance is brittle, hard, close, of a hazel brown, sometimes marked and dotted, but generally uniform. Coquilla nuts are imported for the use of the turner, and are adapted for umbrella handles, small toys, &c.

CORACLE. A portable boat made of wicker work, covered with leather, so small as to carry but one, or at most two persons, and so light as that one person can easily carry it; it is used generally as a private ferry boat, to enable the bearer to pass the streams that may be in his journey, or as a punt for river fishing. These curious boats are very common on the Wye, and other rivers of Wales, as well as on both continents.



CORAL. (*Korall* Fr. *Korallen* Ger. *Corale* Ital. *Coral* Spa. and Port.) A submarine

production, composed of the cells of minute water animals called polypus; a class of creatures which seems to form along with sponges a connecting link between the animal and vegetable kingdoms. Although the circumstance of the stony matter containing cells is the general character of corals, yet those species which are used as articles of female ornament have no such pores, but are in appearance like the branches of a tree, divested of its leaves and bark; hence some naturalists have considered it a plant, and others a growing mineral. The coral of commerce is of various colors, particularly black, which is the scarcest and dearest. White or whitish yellow is in some places common, but is usually of a small size and is little esteemed. The red coral is that chiefly used, and is considered valuable in proportion to its size, clearness, and fine color. It is thought that these white and red corals are produced by the same species of insect, the tint being darker in proportion to the depth of water in which it is found. Coral abounds in various parts of the Mediterranean, particularly around Majorca, Minorca and Sicily. Also in the Arabian Gulf, around Japan, and on the W. coast of Sumatra. This coral is not to be confounded with the madrepores, or rough, white, perforated calcareous matters, which are often imported here as articles of curiosity, and which form the coral reefs and islands of the tropical seas. Coral in fragments bears a duty of 2d. or 1d. per lb. Coral whole, unpolished, net in fragments, 5s. 6d. from foreign countries, or 6d. from our own possessions, while if the same be polished, although it retains the same small duty of 6d. per lb. from any place within the British possessions, yet from other parts the duty is no less than 12s. per lb. The whole quantity imported in 1840 was not more however than about 50 lbs.

CORAL WOOD. So named from its color. When first cut it is yellow, but soon changes to a fine red or superb coral. It is hard and receives a fine polish. The flowers are also red; hence called *Erythrina corallodendron*. The wood is only used for fancy objects of Tunbridge ware, and in commerce is classed along with cam wood.

CORD. A measure for fire-wood, equal to 1000 billets. Its dimensions are 8 feet in length, 4 feet in height, and 4 feet in breadth.

CORDAGE. The general term for the running rigging of a ship, or all that part of her rigging which is employed to extend, contract, or traverse the sails; as also for the rope which is kept in reserve, to supply the place of such as may be rendered unserviceable.

CORDOVAN LEATHER. A coarse kind of leather manufactured from the horse hide, and originally imported from Cordova in Spain, but now chiefly made by English tanners.

CORDUROY. A woven fabric originally of silk, but now of cotton, with a ribbed surface, and generally twilled on one or both sides, according to its quality, either white in color, or dyed of drab, fawn, green, olive, or slate color. It is used for various articles of clothing, chiefly for the manufacturing or laboring classes. The length of the piece varies from 40 to 70 yards.

CORDWAINERS. The term by which the statutes denominate shoe-makers.

COBGE. An Indian term for twenty pieces of piece goods.

CORFU. The principal of the Ionian Islands.—See *Ionian Islands*.

CORIANDER SEED. The seed of a plant very similar to parsley in appearance, and which is cultivated in some parts of Essex and Suffolk. The seeds are round, of a light brown color, and pleasant, warm and aromatic taste. The consumption is in a small degree for medical purposes, but it is used chiefly by the distillers, as a flavoring ingredient in the cordial called coriander, and in London gin, to which it communicates a fine flavor. Very little coriander seed has hitherto been imported, owing to the enormous duty of 15s. per cwt. This has been lately reduced to 5s. from foreign countries, and 2s. 6d. from British.

CORK. The bark of the cork tree, a species of oak called *Quercus suber*, growing in the

is the finest in quality. The cork tree will live to the period of 150 years, and grows to 30 or 40 feet in height. Before being manufactured into bungs, &c., it is charred on both sides, and while it is hot with the burning, the pieces are laid upon each other, and a weight put upon them, which flattens them. The duty upon cork is 1s. per ton in the rough. Corks readymade 8d. per lb.; squared cork 16s. per cwt.; corks cut for fisherman's nets 2s. per cwt. The annual consumption is about 2,200 tons.

CORK. This great southern emporium of Ireland has a population of 107,000 inhabitants, being in point of magnitude and importance the second city of the island. It is the chief mart of the provision trade; hence its modern prosperity. The river Lee at its junction with the sea forms the spacious inclosed bay, called the Cove of Cork, one of the finest harbours in the world. In consequence of this excellence, and of its convenient situation, the West-India bound fleets usually touch there and take in provisions.

CORINTH. The district of country and ancient city known by the name of Corinth, from its great military strength; has been called the Gibraltar of the Peloponnesus. It joins the Morea to the continent; and when in its splendour, derived great wealth from the fertile surrounding plains, and from the large quantity of merchandize conveyed across the isthmus. It is the country which gave name to that small black grape, which dried we know by the name of currants, and which are now brought from the Ionian Islands. Corinth is one of the most romantically situated cities in Europe.



southern provinces of Spain, France, Italy, Corsica, Portugal, and other places in similar latitudes. The bark of the tree gradually cracks and becomes spongy on the outside as fresh bark is deposited within, so that after a period of eight or ten years, the whole surface exhibits that porous, light brown substance well known for stopping bottles and casks, and other purposes. The trees are peeled at intervals of about ten years, and as the part which is stripped off is already dead, the tree is not injured, there being an underlayer of bark still left beneath, and by which the tree is preserved and nourished. This country is supplied almost exclusively from Portugal, though France and Spain produce cork of finer quality. The stripping of the bark is almost a spontaneous action of the tree, though the cork which is separated with the most trouble



CORN AND CORN LAWS. Corn is the grain or seed of plants separated from the ear and chaff, and used for making bread, &c. Under the corn laws are included *Wheat, Barley, Oats, Rye, Pease, Beans, Maize, Buck Wheat, Bear or Bigg, Oatmeal, and Wheatmeal or Flour*. For a description of each of these, with the duties upon them, and the regulations for their importation and exportation, see their various names. The importance of corn as an article of provision

is certainly unequalled. In the East Indies, rice may and does take the precedence; but for Europe its value is indisputable. Hence every thing that has a tendency to advance its price by direct or indirect taxation on the consumer, by permitting exportation or withholding importation, has always been considered as a question of paramount importance, which should be viewed in all its bearings; and decisions by the legislature ought to be, not that any particular measure would affect or give relief to this or that branch of the community, but how far the adoption or rejection of any plan to alter the laws would promote the public good. And the first question to ask is this—Do the producers and the consumers equally bear the burden of the state, or are they equally taxed, supposing the tax to remain upon corn? If the answer be yes, the tax upon corn is just, but if the farmers have thereby an undue advantage, of course that advantage is gained at the expense of the consumer. This is an important question only to be answered after long consideration, and which of course we cannot enter into. But another question is, Would the community be benefitted by the abolition of duties upon corn? We think that decidedly it would, because it would open many European markets more fully to English manufactures; it would diminish materially the price of all the necessaries of life; and it would lower rents and rates. As to throwing land out of cultivation, and thereby lessening the employment of the agriculturalist, it seems a difficulty easily surmounted. If the farmer cannot, at a reduced price of corn, cultivate his land, lower the price of that land, and you give him an equivalent; now he gets his profit from the poor man, then he would receive it from the rich landlord, who instead of keeping his land under his own cultivation in one immense farm, profitable because of the high duties upon his produce, would then be glad to let it even at a reduced rate; and instead of one landholder with 10,000 acres, there would be, what there once was, fifty times the number of homesteads and independent farmers. That land could be thus reduced is proved by the fact, that it now bears quite double the rent it bore in 1790, when wheat averaged £2 13s. per quarter. It would be out of place to say more, but the subject employs too much of the public attention at all times to be passed over silently. By the best calculation that can be made upon so difficult a subject it appears that 52 millions of quarters of corn of all kinds is grown in the United Kingdom per annum, out of which 12 millions is of wheat. Of this not above one-half is ever brought to market; one-third being required for the use of the agriculturists themselves; one-seventh for seed, and

the remaining portion of the half not brought to market being used for the making of starch, for distilling, and other purposes. Add to this 1,000,000 quarters as the yearly importation of wheat and flour, it gives 7,000,000 quarters as the consumption, exclusive of the farmers themselves, and who are about one-third of the whole population. In Scotland the people are supported in a small degree upon oats, and in Ireland more upon potatoes; making due allowances for all these, for infants, and also for the exportation of corn in ship's provisions, supposing that the population of the United Kingdom are in round numbers 26 millions, and deducting 13 millions for the causes above stated, it leaves 14 millions of people to be supported upon 7 millions of quarters of wheat, or 1 sack for each individual. This allows of about 1 lb. of bread per day, the 280 lbs. of flour making 336 lbs. of bread, supposing it not to be adulterated with the flour of other corn, or with potatoes.

CORNELIAN.—See *Agate*.

CORNETTE. A swallow-tailed flag.

COROMANDEL WOOD.—See *Calamander Wood*.

CORONER. A public officer in England, and some of the United States of America, whose duty it is to inquire into the cause of death of persons killed, or dying suddenly. In England he inquires also into the cause of death of persons dying in prison. The examination is made in all cases with the aid of a jury, in sight of the body, and at the place where the death happened. He has also to inquire respecting shipwrecks, and certify in any particular case whether there be an actual wreck or not, and who is in possession of the goods; also to inquire concerning *treasure trove*, that is, gold or silver, which appears, when found, to have been purposely hidden, and remains unclaimed; such treasure in England belongs to the monarch. The coroner is also the sheriff's substitute.

COROSOS OR IVORY NUTS, are produced by *Phytelephas macrocarpa*, a large tree growing in Central America and Colombia. The nuts are of irregular shapes, from 1 to 2 inches diameter, and when inclosed in their thin husks they resemble small potatoes, covered with light brown earth. The coat of the nut itself is of a darker brown, with a few loose filaments folded upon it. The internal substance resembles white wax. These nuts, which go by the popular name of vegetable ivory, are used by the turner for the knobs of walking sticks, desk seals, lucifer stands, and various small toys.

CORPORATION. A corporation is a political or civil institution, comprehending one or more persons, by whom it is conducted according to the law of its constitution. A

corporation does not lose its identity by a change of its members, hence the maxim in British law that the king never dies; for the regal power is considered to be vested in a sole corporation, which continues the same, though the individual corporator may die. Corporations are either local or at large. A nation, state, county, town or parish is a local corporation: charitable and many other associations may be at large, that is not restricted as to the residence of its members. But in all cases their powers must be defined, and a person ceases to be a corporator the moment he passes these limits. Corporations may be either by prescription, as are all the governments of Europe, or by charter, but most commonly by the latter. Municipal corporations are those corporate bodies which by immemorial custom or by letters patent, granted to them from some former British monarch, enjoy peculiar privileges, particularly the election of members of parliament, and their own magistrates. The city of London is of this character.

CORSAIR. A name given to the piratical cruisers once so numerous on the northern coast of Africa. This corsair trade is now pretty nearly extinct.

CORSICA. The third in size of the Italian islands, and separated from the northern coast of Sardinia by the Straits of Bonafacio, which are 10 miles in breadth. It is about 50 miles distant from Tuscany and 100 from France. It has four fine seaports, which with the harbours are capable of accommodating large fleets. The lower orders subsist chiefly on chestnuts. Wine, which resembles the Malaga and French wines, is obtained in abundance. The island also produces much flax and oranges in perfection; these last form an article of considerable export; as do also olives and cattle, while the fishery of the tunny, anchovy and oyster, form the chief employment of the inhabitants near the coast. Manufactures are almost wholly neglected. The island is in the possession of France, and annually costs that kingdom $2\frac{1}{2}$ millions of francs, in addition to its own small revenue. The flag of ancient Corsica was a death's head; it is at the present time as follows:—



CORUNDUM. The Indian name of the mineral called by British lapidaries *adaman-*

tine spar. The remarkable quality of corundum is its extreme hardness, and for which it is chiefly valued; it scratches every substance but diamond, and is therefore of great value to lapidaries and seal cutters. It is used throughout India and China for polishing stones, &c.

CORVETTE. A vessel of war having fewer than twenty guns.

COSECANT, &c. OF AN ARC. The secant of an arc, which is the complement of another to 90° , co being in this case a contraction of the word complement; thus we have also the words cotangent, cosine, and covered sine.

Coss. An Indian measure of length which varies at different places. The *standard* coss depends for its length on the measurement of a degree of latitude, hence it varies in the same proportion as the parallels of latitude do; thus there are sometimes 35 to a degree, and so upwards to 45; and as a degree at the equator is 60 geographical miles, a coss is equal to $1\frac{1}{2}$ of these, or about $1\frac{1}{4}$ common English miles. The Bengal coss of 1000 fathoms = 1 British mile, 1 furlong, 3 poles and $3\frac{1}{4}$ yards.

COSSAES. A species of Bengal muslins.

COSTS. In law, the expenses to which parties are put in the prosecution and defending of actions. Double costs in practice mean single costs and one half their amount in addition; treble costs, the same with one half of these last. Thus if the costs of a suit at law be £60, the double costs would be £90, and the treble costs £105.

COTTA. A measure used in the Maldives for measuring cowries. It contains 1200 of these shells.

COTTON. (*Baumwolle* Ger. *Katoen Boomwol* Du. *Bomuld* Da. *Bomull* Sw. *Coton* Fr. *Cotone*, *Bambagia* It. *Algodon* Spa. *Algodo* Por. *Kulun* Arab. *Ruhi* Hindu. *Kapas* Mal.) A soft vegetable down, contained in the seed-vessels and enveloping the seeds of the cotton plant or tree, and which is of different species. The principal and most common of these species is the annual herbaceous cotton, called by botanists *Gossypium herbacea*. This is cul-



COT

tivated in the E. and W. Indies, N. and S. America, and Egypt. In fact in most parts of the world which possess a sufficiently warm climate. It grows to a considerable height, and has leaves of a bright green color marked with brownish veins, and each divided into five lobes. The flowers are of a pale yellow color, with five red spots at the bottom. The cotton pods have each three seeds, in shape somewhat resembling grape stones. Cotton is also produced from several species of trees or large shrubs; the chief of which is the *Gossypium indicum*. This tree is represented beneath:—



If left without being pruned, it will attain the height of 12 or 15 feet. It is a native of India; and is sometimes called the Barbadoes cotton; Barbadoes having been the first of the W. India Islands into which it was transplanted from the east. The fibres of cotton are fine, delicate and flexible. When examined by a microscope, they are found to be somewhat flat and two-edged. They are also twisted and toothed along the margins, which explains the cause of their adhering together with greater facility than those of many other plants, some of which cannot be spun without an admixture of cotton. Cotton is distinguished in commerce by its color, and the length, strength and fineness of its fibre; that which is of a slightly yellow color being considered as of greater fineness than that which is of a pure white. The varieties of raw cotton are usually distinguished in the market as *long* and *short* stapled cotton. The best of the long stapled is the *sea island* cotton, or that brought from the shores of Georgia. Other long stapled cottons are the Brazilian, that from Demerara, the West Indian and Egyptian. The short stapled cottons are those grown in the interior of America; also the East Indian, or that from Surat, Bengal and Madras; of this variety that growing in the uplands of Georgia is considered the best. After the cotton is picked, the wool is separated from the seeds chiefly by machinery, and then packed densely in bags or bales,

COT

when it is ready to be transported. The bale of North American and West Indian cotton weighs about 500 lbs. That of New Orleans and Alabama from about 400 to 500 lbs. The East India bale 320 to 380 lbs. The Brazilian 160 to 200 lbs., and the Egyptian from 180 to 300. The official returns give the enormous quantity of 531,197,659 lbs. of raw cotton entered for home consumption in 1840, the quantity imported being 592,965,504 lbs.; the exports during the same period were therefore 38,673,229 lbs., altogether about four times as much as in 1820. The re-exports of raw cotton are almost exclusively to Germany, Holland, Belgium, Russia and Italy. The following process is that which cotton undergoes in its manufacture:— It is first passed through the *willow* and *scutching machine*, and the *spreading machine*, in order to be opened, cleaned and evenly spread. By the *carding engine* the fibres are combed out, and laid parallel to each other, and the fleeces is compressed into a *sliver*. The sliver is repeatedly drawn and doubled in the *drawing frame* more perfectly to straighten the fibres, and to equalize the *grist*. The *roving frame* by rollers and spindles, produces a coarse and loose thread; which the *make or throstle* spins into yarn. To make the warp, the twist is transferred from *cops* to bobbins by the *winding machine*, and from the bobbins by a *worping mill* to a cylindrical beam. This beam being taken to the *dressing machine*, the warp is sized, dressed, and wound upon the weaving beam; the latter is then placed in the *power loom*, by which machine the shuttle being provided with *cops* of weft, the cloth is woven. Thus although the operations are numerous, yet every one of them is performed by machinery without the help of human hands, except merely in transferring the material from one machine to the next. There is no duty upon raw cotton, but there is a duty of 10 per cent. upon cotton goods and yarn, and 20 per cent. upon such goods made up, in both cases coming from foreign countries, or one half less if from British possessions. Partly from this cause, but mainly from the superiority of the British manufacture, the importations are comparatively trifling, chiefly consisting of Indian piece goods, with hosiery, yarn, and a few other articles from Germany and France. The measurement of cotton yarn is by the thread, skein, hank and spindle. A thread = $1\frac{1}{2}$ yards; a skein or rap = 80 threads or 120 yards; a hank of 7 skeins = 840 yards; a spindle of 18 hanks = 15,120 yards.

COUCH. To lay, as when a sailor speaks of a cargo couching well, he would indicate its laying close and even.

COUNCIL, PRIVY, OF ENGLAND, is the principal council belonging to the monarch. In 1679 the number of members having

become inconveniently large, the number of counsellors was limited to thirty. It is now, however, again indefinite, but only such members attend as are summoned on each particular occasion. The lord president of the council is the fourth chief officer of state. He is appointed by letters patent under the great seal during pleasure. Privy counsellors are nominated by the monarch without patent or grant, and removeable at his or her pleasure. The power of the privy council in offences against the government extends only to inquiry, and their committal is not privileged beyond that of an ordinary justice of the peace; but in plantation or admiralty causes, in disputes of colonies concerning their charters, and in some other cases, an appeal lies to the king in council. The privy council continues for six months after the accession of a new prince; unless he previously determine it. The monarch in council may issue proclamations which are binding on the subject if consistent with the law of the land. He also issues orders in council for the temporary regulation of various matters relating to trade and international intercourse. All privy counsellors are, by virtue of their appointment, considered as *right honorable*, and have such title prefixed to their name; thus, letters written to them should be addressed after the following example:—

*"To the Right Honorable
Sir Robert Peel, Bart."*

In conversation, or in the body of a letter, a privy counsellor, unless he have some real title, such as lord, duke, &c., is merely addressed as a gentleman; thus, letters to one of them may commence with the word "*Sir*," and terminate as follows:—

*"I have the honor to be,
Sir,
Your most obedient
and very humble Servant,
* * * *"*

COUNSEL OR COUNSELLOR. In law, one who gives advice, or those who give advice, the term counsellor being restricted to one person, and he acting out of court; but the word counsel is equally applicable to the singular and plural number, as we say, such a defendant had one counsel or three counsel, as the case may be; so also we speak of the counsel for the plaintiff, defendant, &c., without specifying any particular number of persons.

COUNTER. A part of the ship terminated by the bottom of the stern, and the lower part by the wing transom and buttock. There is also another counter above this, which extends from the top part of the lower counter to the bottom moulding of the cabin or ward-room windows.

COUNTER BRACE. The lee brace of the fore topsail yard; it is only distinguished by this name at the time of the ship's going about, called tacking, at which time when the sail begins to shiver in the wind, this brace is hauled in to flatten the sail against the lee side of the topmast, and increase the force of the wind in bringing her round.

COUNTER TIMBERS. Those short timbers in the stern put in only for the purpose of strengthening the counter.

COUNTERSIGN. To sign an order, warrant, commission, &c., in addition to the original signature, in order to give it additional force or security. Countersign is also a word given out with a watchword for the same object.

COUNTERVAILING DUTIES. Equal duties, established between two countries, and charged upon the exportation and importation of a similar description of goods.

COUNTING-HOUSE. A place for the transaction of a merchant's business, and where his commercial books and accounts are kept and managed.

COUNTY. Originally the district or territory under the jurisdiction of a count or earl. Now a circuit or particular portion of a state or kingdom, separated politically from the rest of the territory, for certain purposes relative to parliamentary franchise, the administration of justice, or other cause. Each county has its sheriff and its court, with officers employed in the administration of the laws. In England and Wales are fifty-two counties, and in each is a lord lieutenant, who has command of the militia. In Scotland there are thirty counties, and in Ireland thirty-two. A *county palatine* is one distinguished by peculiar privileges. In England these are Lancaster, Chester, and Durham; in neither of which are the king's ordinary writs of any force, but they are of force if worded in a different manner; almost the only privilege remaining to the counties palatine is that they have courts of their own, and even this privilege is not continued to Cheshire. *County corporate* is a title given to several cities and boroughs, which have the privileges of separate courts, and consequently to form counties of themselves.

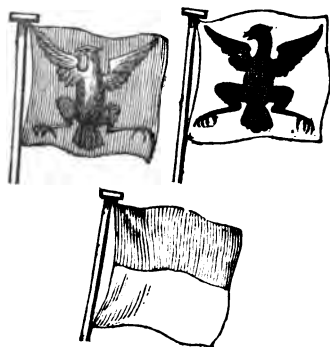
COUNTY COURTS. A court held by the sheriff of each county for the adjudication of civil causes, such as debt or damage. They are restricted to pleas under 40s., except by virtue of the writ, called of *justices*, which is a special precept to the sheriff to do justice between parties, in the same manner as it might be done in the courts at Westminster. Causes are removed out of this into the higher courts by writ of *recordari*.

COUNTY RATE. A rate or tax levied upon the landholders of a county to support its public expenses, such as courts of law, pri-

sons, stipendiary magistrates, wilful damage done to individuals during riots, preservation of the general peace, &c.

COUPONS. Warrants for the payment of periodical dividends on public stocks; a number of which being appended to the bonds are severally cut off for presentation as the dividends become due. The practice of appending coupons to bonds applies chiefly to foreign stocks.

COURLAND. A Russian town on the Baltic, at the mouth of the river Dwina. The manufactures are few, comprising only those of paper, potash, spirit, and bricks. The exports are grain, hemp, flax, flax seed, linseed oil, timber, planks, skins, wax, honey, tallow, rosin, and other raw products. Courland enjoys some political privileges from the court of Russia, and its ships use the following flags:—



COURSE. In mercantile correspondence, signifies in due time; as the receipt of a letter in course, or without impediment.

COURSE. In navigation, that point of the compass or horizon which a ship steers being sometimes reckoned in degrees, and sometimes in points of the compass. Thus when a ship sails in a north-east direction we say her course is four points; for upon looking to the points of the compass we shall find that N.E. is the fourth point from N, the meridian line or that which passes N. and S. being the line from which the courses are reckoned.

COURSES. A name by which the principal sails of a ship are easily distinguished; namely, the mainsail, foresail, and mizen. The mizen staysail and fore staysail are also often comprehended under this denomination, as are the mainstay sails of all brigs and schooners. When a ship sails under the mainsail and foresail only she is then said to sail under a pair of courses.

COURSE OF EXCHANGE.—See *Exchange*.

COVERT BARON. Originally a court held by

the chief baron of a district, at which he periodically heard causes between his various dependents, and at which his feudal tenants were bound to appear to do their suit and service to the superior lord. They are only retained in those places where there are copyhold estates of ancient standing.

COURT LEET. A court held under the authority of certain manorial rights in particular districts, to inquire into civil grievances, the justice of weights and measures, &c. &c. The jurisdiction of such courts, and which are constituted by a jury, the lord of the manor or sheriff being their nominal head, has now nearly fallen into disuse, although the power of holding and administering such courts is still available.

COURTS OF JUSTICE, are divided by the rules of English law into *courts of record*, and those *not of record*. The former have power to make up their acts and judicial proceedings, in the form technically called a record, as evidence of their judgment. All courts having power to fine or imprison are said to be by implication courts of record. The courts termed *superior* are those of law, equity, ecclesiastical, maritime, prize or international, and courts of appeal or error. Three superior courts of common law, are the Court of Queen's Bench, the Court of Common Pleas, and the Court of Exchequer. The superior courts of equity are the High Court of Chancery, the Rolls Court, the Vice-Chancellor's Court, the equity side of the Court of Exchequer, and the Bankruptcy Court. The ecclesiastical courts are very numerous. The maritime and prize courts are included under the Admiralty. The courts of error and appeal are the Exchequer Chamber from the common law courts, the Privy Council, and judicial committee of the Privy Council, which are courts of appeal from the ecclesiastical courts, admiralty, and also from the decisions of various colonial legislatures, and last, the High Court of Parliament. Inferior courts are numerous, being for the most part local jurisdictions of very various extent and authority. To these belong the *Courts of Conscience and Requests, Courts Baron, County Courts, &c.*—For particulars of these various courts see their respective names.

COVADO. A measure of length in Portugal equal to 2·150 feet English.

COVE. A small creek or inlet; also a harbour for shipping, as the Cove of Cork.

COVER. In nautical language, to defend; as our ship covered the landing of the troops.

COVERT. In law, *femme covert* denotes a woman married, and so under the protection of her husband.

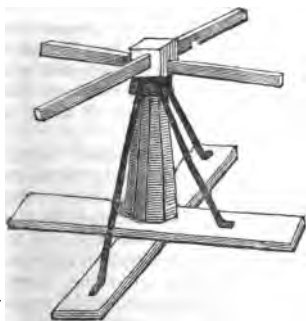
COVID. A timber measure of India.

COWRIES. (*Kauris*, Ger. Du. *Coris*, *Cawris*, Fr. *Cori*, Ital.) Small shells brought from

the Maldives, which pass current as coin in small payments in Hindoostan, and throughout extensive districts in Africa. They used to be imported into England previously to the abolition of the slave trade, in which they were to be afterwards employed. They are an article of trade at Bombay. The best are small, clean, and white, having a beautiful gloss. They are still very commonly brought to this country, not as articles of commerce, but as objects of curiosity only. On the coast of Africa 250 of these shells are worth about 1s. English. At the Maldives 100 of them pass for about 1d. English.

COYANG. A dry measure of India of about 100 bushels.

CRAB. A small capstan or wooden pillar, either upon a separate stand or moveable frame, or else a fixture. It differs from a capstan in having no drum head, and different bars, for instead of the holes around a circle, as in the drum head of a capstan, each hole having a bar appropriated to it, the crab has two or three holes at different heights, and the bars used to turn it round are much longer, and pass quite through the centre of the pillar; hence to put these long bars in and out, and to store them, is so inconvenient, that crabs are scarcely used on board ship; though they are common in docks, and still more so in rope walks, to stretch the yarns previous to twisting.



CRAB. A shell fish of this name, whose scientific appellation is *Cancer pagurus*, forms a considerable item in the fish trade. Crabs are brought to market sometimes boiled, and at others alive, as they will remain out of the water two or three days before death ensues; but as the voyage from Norway and Cornwall, where the finer and larger crabs are caught, generally exceeds this, they are placed in a well box fastened to the stem of the vessel. The male, which is known by larger claws, is considered finer for the table than the female. They are in season during May, June and July; not that they are then in the best condition, rather the contrary, as it is the spawning season, but because they are then more

easily procured, and cold meats and fish are particularly refreshing in the hot seasons of the year. A good crab is known when alive by the roughness of the shell, and when boiled, by the closer adhesion of the tail, and particularly by its not sounding as if filled with water when shaken, which stale crabs will do.

CRADLE. A timber frame made on the outside of a ship, in order to conduct her smoothly and steadily into the water when she is to be launched; at which time it supports her weight while she slides down the descent or sloping passage called the ways, which are for this purpose daubed with soap or tallow.

CRAFT. A general name for all vessels employed to load or discharge merchant ships, or to carry alongside or return the guns, stores, or provisions of a man of war, such as lighters, hoys, barges, &c. *Small craft* is used to denote the small vessels of war, attendant on a fleet, such as cutters, schooners, gun boats, &c., which are generally commanded by lieutenants.

CRANAGE. Money paid for the use of a crane, and also for weighing goods.

CRANBERRY OR RED WHORTLEBERRY. The fruit of a species of bilberry which grows on the marshy heaths of many countries of the north temperate zone. In our own country in the autumn of the year hundreds of women and children may be seen on the mossy and boggy parts of the hills in the northern parts of Lancashire and Cumberland, and also in several districts of Scotland, gathering the cranberries that grow there, for sale in the neighbouring markets. As the bogs, however, become drained, the cranberry plant disappears. It is a small, delicate, trailing and elegant shrub, with beautiful pink flowers and red fruit. Cranberries are of a pleasantly acid flavor, are easily preserved, and used for the making of tarts, &c. The American cranberries are larger than those grown in this country, and are imported to the average amount of more than 30,000 gallons annually. The duty paid upon importation is 1d. per gallon, and it realized £117 in 1840.



CRANE. A machine used on wharfs and in warehouses, for raising and lowering huge stones, ponderous weights, packages, &c.

CRANE LINES. On ship board, are lines going from the upper end of the sprit sail topmast to the middle of the forestay. They serve to keep the sprit-sail-topmast upright and steady in its place, and to strengthen it.

CRANK OR CRANK-SIDED. This is said of a ship, when for want of a sufficient quantity of ballast or cargo she is rendered incapable of carrying sail, without being exposed to the danger of upsetting. *Crank by the ground* is also the quality of a ship whose floor is so narrow that she cannot be brought on the ground without danger.

CRAPE. A species of gauze made of raw silk, woven without crossing, and afterwards stiffened with gum. The duty upon plain crape imported is 16s. per lb.; upon figured crape, 18s. per lb.; or 30 per cent. upon both of them at the option of the owner.

CRAWL. A sort of pen or place of confinement, formed on the sea coast to contain any sort of fish.

CRAYONS. A name for all colored stones, earths, minerals, or compositions, used in designing or painting in pastel, (that is in the manner of the pencil, or by abration of the drawing material.) The duty is 15 per cent. upon importation.

CREAM. A thick yellowish substance, which collects upon the surface of milk, and which is made into butter by the process of churning.

CREAM OF TARTAR.—See *Argol*.

CREDENTIALS, LETTERS OF. The instrument in the form of a letter sent from one monarch to another, and which constitutes the evidence of the title of a minister at a foreign court to the power which he exercises. There are two sorts of credentials: the one sealed, drawn up, and signed by the minister of foreign affairs: the other open, signed only by the king. Unless the minister be mentioned expressly in his credentials as an ambassador, he has only a right to the observances due to foreign ministers of inferior rank.

CREDIT. The lending of money, goods, &c. to another party, in order that he may gain by such loan. The person who gives credit or lends, relying upon the reputation of the probity and sufficiency of the party who takes the credit. Hence credit has been defined as an acquisition by one party of the wealth of another in loan, according to conditions voluntarily agreed on between them. Public credit is the phrase used to express the trust or confidence placed in the state by those who lend money to government.

CREDIT SIDE. The right-hand page or side of an account.

CREDITOR. A person to whom any sum of

money is due, either by obligation, promise or otherwise.

CREEK. The port of the haven where anything is landed from the sea; also a shore or bank on which the water beats, running in a small channel as the tide rises from the sea, and returning to it again at the ebb of the tide; thus a boat fastened to the shore in a creek would float at high water and be dry at low water.

CREEPER. An instrument of iron like a grapple, having a shank and four hooks and claws, as represented beneath. It is used to drag along a river or harbour with a rope fastened to it, to hook and draw up anything from the bottom that may have been lost overboard.



CREUTZER OR KREUTZER. A small coin and money of account used in many parts of Germany, valued at the 60th part of a florin.

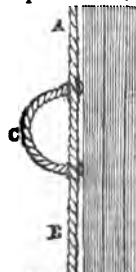
CREW. The company of sailors belonging to a ship, boat or other vessel. In large ships it sometimes goes by the name of the ship's company, a crew signifying a portion of it separated from the rest for particular duties, as the boatswain's crew, the gunner's crew, &c. No ship is admitted to be a British ship, unless duly registered and navigated as such by a crew, three-fourths of which are British subjects, besides the master. (3 and 4 Will. IV. c 54.)

CRINGLE. A small hole formed in the bolt rope of a sail, by intertwining the strand of a rope alternately round itself, and through the strands of the bolt rope, till it becomes threefold, and assumes the shape of a ring. In the adjoining cut, A and B represent the bolt rope of a sail, and C the cringle. The use of cringles is generally to receive the ends of ropes, which are fastened to them for the purpose of drawing up the sail to the yard, or of extending the leech by the bowline bridles, &c.

CRIPPLE. To damage a ship in her masts, yards, &c.

CROCUS.—See *Saffron*.

CRONSTADT OR KRONSDAT. A seaport and fortress of Russia in the department of St. Petersburg, situated on the S.E. extremity of the island of Relusari, in the gulf of Finland, and eight miles from the mouth of the Neva. The population amounts to 40,000.



of whom 10,000 are sailors. The harbour is very spacious, and consists of the three divisions of the merchant's harbour, the war harbour, and the man of war's mole. The war harbour is the principal station of the Russian fleet; adjoining it are the docks for building and careening ships of war. The man of war's mole is an interesting structure inclosed by a strong rampart of granite, built in the sea. Cronstadt is defended by the sea by two fortifications on the Neva. About 1100 vessels enter and leave this port annually. The principal exports are iron, flax, hemp-seed, oil and tar.



CROOKED-LANE WARE. A term formerly used in custom-house entries to denote packages of toys, turnery, &c.

CRORE OF RUPEES. A hundred lacs, or 10,000,000 rupees.

CROSS BARS. Round bars of iron, bent at each end, and used as levers to turn the shank of the anchor. They are from 3 to 5 feet long, and about $1\frac{1}{2}$ inch in diameter.

CROSS EXAMINATION. The examination of a witness by the opposite party to that which brought him forward.

CROSS IN THE HAWSE, is when a ship, moored with two anchors from her bows, has swung the wrong way once, whereby the two cables lie across each other.

CROSS JACK, pronounced *crojéck*. The lower yard on the mizen mast, which is thence called the cross-jack-yard, to the arms of which the clews of the mizen-top sail are extended.

CROSS JACK SAIL. A sail bent to that yard.

CROSS PAWLS are those pieces of fir or deal timber which keep the ship together whilst in her frames.

CROSS PIECE. A piece of timber extended over the windlass of a merchant ship; it is furnished with pins to fasten the running rigging to as occasion requires.

CROSS SPALES. In ship building, are pieces of timber fastened across the ship, and nailed to the frames securing both sides of the ship together till the knees are bolted.

CROSS TREES. Certain pieces of oak timber, supported by the cheeks and trestle trees, at the upper ends of the lower and top masts, athwart which they are laid to sustain the frame of the tops on the one, and extend

the top-gallant shrouds on the other. They are let in, and bolted to the trestle trees.

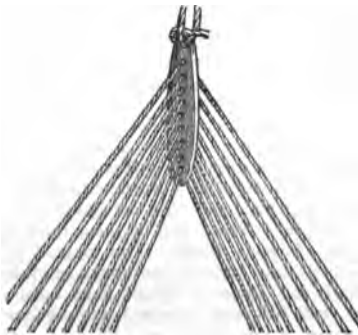
CROTCHETS. Crooked timbers that are placed upon the fore and aft parts of the keel, upon which the frame of the hull grows narrower below, as it approaches the stem above, and the stern post abaft. Crotchets are also pieces of wood or iron, whose upper part opens into two horns or arms, like a half moon. They are fixed in different parts of the ship, according to the uses for which they are designed, which is usually to support booms, spare top masts, yards, &c.

CROTON OIL. A medicinal oil, of most potent and drastic character, expressed from the seeds of a tree called *Croton tiglium*, which grows in the islands of Ceylon, Malabar, and the Moluccas. Its very powerful aperient action occasions this medicine to be very rarely used.

CROUT OR SOUR CROUT. Cabbage pickled in salt and water. This is a favorite dish with the Germans. The duty is 6d. per gallon. It is classed with pickles preserved in salt.

CROWD. In navigation, to crowd sail upon a vessel, as to unfurl or expand all the sails that are possible to accelerate her course without danger, so that she may go along with the utmost possible velocity.

CROW FOOT. A complication of small cords, spreading out from a long block, like the smaller bones which expand from the back-bone of a herring. It is used to suspend the awnings, &c.



CROWN. A silver coin of various European countries, synonymous with dollar, and of about 5s. value.

CROWN. The general title, or designation of the title, power, or property of the monarch of England. Thus we speak of the demise of the crown, crown lands, &c. Crown lands were once considered the private property of the sovereign, to be disposed of as that sovereign might think proper; but in consequence of arrangements of later years, all crown estates, forests, manorial rights, &c. are the

property of the public, and are administered by a department specially appropriated to that purpose, called the Woods and Forests. Their total net revenue in 1838, amounted to £388,642, collected at an expense of 10½ per cent.

CROWN OF AN ANCHOR.—See *Anchor*.

CROWN OF A CABLE. The bights which are formed by the several turns.

CROWN GLASS. The best kind of window glass; the hardest and most colorless is made almost entirely of sand and alkali, and a little lime, without lead or metallic oxyde, except a very small quantity of oxyde of manganese.

CROWN OFFICE. The court of queen's bench, divided into the plea side and the crown side; in the plea side it takes cognizance of civil causes; in the crown side of criminal causes, and is thereupon called the crown office.

CROWNING. The finishing part of a knot made on the end of a rope.

CRUISE. A voyage or expedition in quest of vessels or fleets of an enemy, which may be expected to sail through any particular track of the sea at a certain season of the year. It is performed by traversing that particular track which is called the cruising latitudes.

CRUISER. A vessel employed in cruising, particularly a small armed vessel which beats about channels, harbours, &c., during time of war, to protect our merchantmen, and other vessels, from annoyance from a near enemy.

CRUTCH. A support for the main-boom of a sloop, brig or cutter, and for the driver boom of a ship when their respective sails are furled. Crutches are also bent pieces of timber used within a ship for the security of the cant pieces abaft.

CRYSTAL, OR ROCK CRYSTAL. A transparent stone, found in certain angular pieces or blocks, the basis of which is flint. They are used as articles of ornament, both in their rough state and when cut and polished; also the most transparent of them form superior spectacle lenses. The clearest and most esteemed crystals were found in Madagascar, but those of Brazil have been of late years still more esteemed, and are found often in masses of 100 or 200 lbs. weight. Fine specimens are also found in Switzerland, and about Auvergne, in France. Colored crystals are common, an example of which is the cairngorum of Aberdeenshire. Crystal imported pays the following duties:—Rough crystal 5 per cent. from foreign countries, half this from British possessions. Cut or manufactured crystal, except beads, 15 per cent. wherever brought from; crystal beads 5s. per 1000.

CUBEBS. (*Kubeben* Ger. *Cubebes* Fr. *Cubebi* Ital. *Cubebas* Sp. *Kubebii* Russ. *Kaba-*

beh Arab. *Kumenkus* Javan.) A berry which, when dry, much resembles a pepper-corn, though rather longer. It is the produce of a species of vine growing exclusively in Java. Cubebs have a hot, pungent, aromatic, slightly bitter taste, and a fragrant, agreeable odour. The duty is 1d. per lb., and the whole duty received from them in 1840 was £853.

CUBIT. A measure of length equal to 18 inches, or the half of a yard, being supposed to be the length from the elbow to the point of the middle finger.

CUCUMBER. A well-known fruit, imported in a salted state from Holland, being used here by the lower order of the Jews in the same manner as sour crout is by the Germans. The duty is 10 per cent. or 5 per cent., according to the country brought from.

CUDA. A liquid measure of Arabia, equal to 2 gallons English.

CUDBEAR. A purple or violet-colored powder used in dyeing violet, purple and crimson, prepared from a species of lichen called *Lichen tartareus*, which grows upon rocks in many northern countries, particularly the north of England, Scotland, Norway and Sweden, from which latter two countries our chief supply is obtained. It is prepared in the same manner, and bears the same duty as archil.—See *Archil*.

CUDDY. A sort of cabin or cook-room in the fore-part or near the stem of a lighter, or barge of burden.

CULLET. The term given to broken glass, brought to the glass-house for the purpose of being melted up with fresh materials.

CULM. A term used by dealers in pit-coal to denote such coal as does not cake or adhere together.

CULVERIN. A cannon equal to an 18-pounder; a demi-culverin is a 9-pounder.

CUMMIN SEED. The seed or fruit of the *Cuminum cyminum*, an umbelliferous plant, growing abundantly in Sicily and Malta. It forms an ingredient in curry powder, and in some kinds of cheese; it has also been used medicinally, but is unimportant. It has a very peculiar odour, and a bitter aromatic taste. The duty is 5s. per cwt. if from a foreign country, 2s. from a British possession.

CUPEL.—See *Assay*.

CURAÇOA. A liqueur which derives its name from the island of Curaçoa. It is prepared in great perfection by the Dutch. It derives its flavor from Seville orange-peel, with a small quantity of cinnamon and mace.

CURRENT. The fruit of two species of *ribes*, namely *Ribes rubrum*, which furnishes the common red and white currants, and the *Ribes nigrum*, which produces the black currant. The currants of the grocers' shops

are the dried berries of a species of grape cultivated in Zante, Cephalonia, and other of the Ionian Islands, the Mores, &c., particularly in the vicinity of Patras. The duty upon currants is no less than £1. 2s. 2d. per cwt., yet the quantity imported is very great, averaging nearly 200,000 cwt. annually.

CURRENCY. In commercial and money transactions, is a word of as general import as circulating medium, and signifies money in common circulation, whether coin or paper. The former is called *metallic* currency, the latter *paper* currency. In America and some parts of the West Indies the word currency signifies money of account.

CURRENT. In commerce, is used to express the present time; thus price-current of any merchandise is the known and ordinary price at the time it is published.

CURRENT. In navigation, a certain progressive motion of the water of the sea, in several places, by which all bodies floating therein are compelled to alter their course or velocity, or both, according to the direction of the current. The *setting* of a current is that point of the compass towards which the waters run; and the *drift* of a current is the rate it runs per hour.

CUSHA. An eastern weight, equal to about 5 oz. avoirdupoise.

CUSTOM HOUSE. An office established on the frontiers of a state, or in some chief city or port, for the reception of customs and duties of importation and exportation imposed on merchandizes by the authority of the sovereign, and regulated by tariffs or books of rates. There are several custom houses in the different ports of England, the most considerable of which is that of London, situated on the banks of the Thames, in Thames Street.



It is under the direction of commissioners, who have the charge and management of the customs in the several ports of England. Letters, memorials, and petitions to them are addressed as follows:—

*“To the Commissioners
Of Her Majesty’s Customs.”*

A single commissioner, equally of this and other offices, is addressed after the following example:—

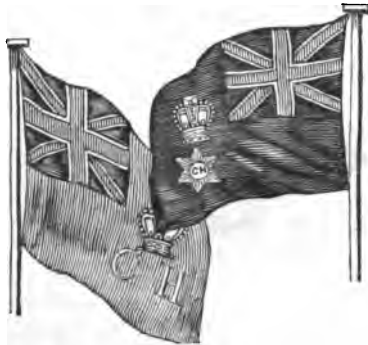
“Mr. Commissioner Royle,”

or more formally,

*“James Royle, Esq.,
“Commissioner of Her Majesty’s Customs.”*

The title of “*Honorable*” is usually prefixed to the name, though the commissioners have no real claim to it, but merely one of courtesy.

Other officers are a secretary, solicitor, receiver general, comptroller general, surveyor general, &c.; all holding their places by patent, with other inferior officers, appointed by warrant from the board of treasury. The flags used on the vessels belonging to the board of customs are as follows: one of them being red, the other blue.



CUSTOM HOUSE OFFICERS. Those officers appointed by the board of customs who are employed in collecting the customs duties.

CUSTOM OF MERCHANTS, is the usage of merchants relative to bills of exchange, marine insurances, the right of survivorship of partners, contracts, agreements, bankruptcy, factorage, &c., and are so far considered as law as to afford a rule of construction in transactions in trade and commerce, where the law is silent or affords no positive rule for decision.

CUSTOMS. The duties levied upon commodities imported or exported: they are laid almost exclusively upon imported articles, those imposed on commodities exported being generally adopted rather with a view of checking their exportation, than for the sake of revenue.

CUT A FEATHER. A term used by sailors for a ship having too broad a bow, when they say she will not cut a feather, meaning that she will not pass through the water so swift as to make it foam or froth, which a ship with a narrow bow would do.

CUT AND RUN, is to cut the cable and make sail without the delay of weighing anchor.

CUT THE SAIL, is to unfurl it and let it fall down.

CUTCH.—See *Catechu*.

CUT

CUTTER. A small vessel, common in the channel and around the coast, furnished with one mast and a straight running bowsprit, that can be run in on the deck occasionally, except which, and the largeness of the sails, they are rigged much like sloops. Many of these vessels are employed in the smuggling



CUT

trade, and others employed by the government to seize them. The latter of which are either under the direction of the admiralty or custom house. Cutter is also a small boat used by ships of war.

CUTLERY. A term used to designate all manner of sharp and cutting instruments made of iron or steel, as knives, forks, scissors, razors, shears, &c. Sheffield is the principal seat of the manufacture of cutlery, though those knives made in London are generally considered of better quality. For this reason the act 59 Geo. 3. c 7, imposes a penalty of £10 per dozen, besides forfeiture, upon cutlery for sale, marked with the word London or London made, unless the articles have been really manufactured in the city of London, or within twenty miles of it. The same act permits wrought steel articles to be marked with a hammer, but forbids such a mark to be placed upon any cast articles, under a penalty of forfeiture, and a fine of £5 per dozen.

CUTWATER. The foremost part of a ship's prow, formed of an assemblage of several pieces of timber, to render it broad at the upper part, where it projects forward from the stem to open the column of water as the ship sails along, and also to make her keep to windward better when she is close hauled.



as an abbreviation stands for Doctor, Dominus, Denarii or pence, dollar, &c. As D.D. doctor of divinity; A.D. *anno domini*, the year of our Lord; £ s. d. pounds, shillings, and pence, &c.; d/s imply days after sight; m/d months after date; d/d days after date; Do. ditto; Dr. debtor.

DAGGER. In ship-building, a piece of timber that crosses all the puppets of the bulge-ways to keep them together. The plank that secures the heads of the puppets is called the *dagger plank*.

DAGGER KNEES, sometimes called lodging knees. In ship-building are certain pieces, whose side arms cast down and bolt through the clamp.

DAM. A mole or bank where water is confined.

DAMAGED GOODS, are those subject to customs duties, though they have received some injury in their conveyance into the country, or in the bonded warehouse.

DAMAGES. In law, the recompense awarded by a jury to a plaintiff in certain forms of action, for the loss or damage he has sustained by the injury committed by the defendant.

DAMASK. A woven fabric produced by a particular construction of the loom, in which are represented various forms of flowers, leaves, &c. The chief seat of this manufacture is Dumfermling in Fifeshire, and Lisburne and Ardoyne near Belfast, as far as linen and cotton damasks are concerned, and Spitalfields London, for silk damasks. The duty upon foreign damasks is 10d. the square yard, and upon damask diaper 5d. per square yard.

DAMASSIN. A species of damask woven with gold and silver flowers, &c.

DANTZIC. A commercial city and fortress on the west bank of the Vistula, about five miles from the Baltic, in the government of the same name, in the Prussian province of West Prussia, and 300 miles from Berlin. It contains about 54,000 inhabitants. Its fine harbour, and advantageous situation, have procured it an extensive commerce by sea and land. There are in this city important manufactories of gold and silver lace, cloth, woollen stuffs, and cordovan leather. The dye houses, sugar refineries, brandy and other distilleries, vitriol, potash, &c. manufactories, are also considerable. An important article of commerce in Dantzic is corn, which is brought down the Vistula from

DAN

Poland, and exported to Britain, Holland, and the Hanse Towns. Other articles of export are timber, leather, wools, furs, &c.



DAMMAR. A resinous substance, much employed in India for covering the bottoms of vessels. It is hard, dark colored, and brittle, and is exported in large quantities from the Eastern Peninsula and Malay to India. It exudes spontaneously from the *Shorea robusta*, a species of pine, and also from other trees of a similar character.

DANS. Small trucks used in coal mines.

DATE. In affairs of business, implies the day and month of the year added to letters and other instruments in writing, to which is usually affixed the name of a place where the same was *dated*.

DATE. (*Dattes* Fr. *Datteri* Ital. *Datiles* Sp.) The fruit of the date palm, *Phoenix dactylifera*, a tree which forms the chief object of cultivation along the verge of the great African and Arabian Deserts. A portion of this district yields them in such abundance as to have obtained the name of the Land of Dates or Bilgulerid. There are said to be upwards of a hundred varieties. The fruit is in general oval shaped or oblong, of a very sweet luscious flavor, and containing a hard oblong kernel.



The tree grows to the height of 50 or 60 feet, with a straight upright stem, throwing out from the summit a majestic crown of leaves, and depending from among them its

DAV

clusters of fruit, amounting to 20 or 30 lbs. weight. In this country dates are used as an article of luxury; but throughout Arabia and in Barbary they form the first necessary of life, constituting the chief food of the inhabitants. They are exported in large quantities from Arabia to India, and a few are brought to this country from Barbary. The duty is 10s. the cwt., and there were imported in 1840, 884 cwt.

DAVIT. In shipping, a piece of timber used as a crane to hoist the flocks of the anchor to the top of the bow, without injuring the planks of the ship's side as it ascends; an operation which by seamen is called *fishing* the anchor. The anchors being situated on both the bows, the davit may be shifted to either side, according to the position of that anchor on which it is to be employed.

DAY BOOK. That account book into which the transactions of business are copied from the waste book, and in which the general occurrences to be entered are arranged, according to the time in which they occur, and also kept day by day. This book is synonymous with journal, and is the book from which proofs of delivery of goods, &c. are admitted in courts of law.

DAYS, LAY AND RUNNING. Days specified by the contract of charter party for a ship's laying to load or unload her cargo, or if no particular time be specified, that reasonable time which is necessary for the voyage.

DAYS OF GRACE. Days allowed for the payment of a promissory note or bill of exchange after it becomes due. The time varies in different countries. No days of grace are allowed upon bills payable at sight, but upon all others in this country three days are allowed, except when the third day falls upon a Sunday, Good Friday, Christmas-day, or a fast appointed by proclamation, when the bill becomes payable on the second day of grace.

DAY'S WORK. In navigation, the reckoning or account of a ship's course and distance run during 24 hours, or from noon to noon, according to the rules of trigonometry.

DEAD EYE. A sort of round, flattish, wooden block, usually encircled by a rope or an iron band, and pierced with three holes through the flat part, in order to receive a rope called the lanyard, which passing through three corresponding holes in another dead eye creates a purchase employed for various uses, but chiefly to extend the *shrouds* and *stays*, otherwise called the *standing rigging*. The dead eye used for the stays has only one hole, which however is large enough to receive ten or twelve turns of the lanyard. This is termed a *heart*.



DEA

DEAD LIGHTS. In ship-building, are strong wooden ports, made exactly to fit the cabin windows, in which they are fixed at the approach of a storm, the glass frames being taken out, which would otherwise be shattered by the surges, and suffer great quantities of water to pour into the ship.

DEAD RECKONING. In navigation, the judgment or estimation which is made of the place where the ship is situated, without any observation of the heavenly bodies. It is discovered by the distance she has run by the log, and the course she has steered by the compass, and by rectifying these data by the usual allowances for drift, leeway, &c., according to the ship's known time.

DEAD ROPES. On board ship are those which do not run in any block.

DEAD WATER. The eddy of water which appears like little whirlpools, closing in with the ship's stern as she sails through it.

DEAD WIND. The wind right against the ship, or that blowing from the very point she wants to go.

DEAD WOOD. Certain blocks of timber laid upon the keel, particularly at the extremities fore and aft, where the pieces are placed upon each other to a considerable height, because the ship is there so narrow as not to admit of the two half timbers, which are therefore scored into this dead wood, where the angle of the floor timbers gradually diminishes as approaching the stem and stern post.

DEAD WORKS. A name technically given by ship builders to all that part of a ship which is above the water when she is laden.

DEADEN A SHIP'S WAY. To impede her progress through the water. This is either done by setting the sails so that they shall act contrary to each other, or letting out a drag sheet. (See *Drag Sheet*.) A strong current, or the adhesion of shell fish to the ship's bottom will also materially deaden a ship's way.

DEAD FREIGHT. The sum stipulated in the charter party to be paid by the freighter of goods in case he is unwilling or unable to load the cargo. To entitle the owner or master to such dead freight, the master must have waited the days agreed on by the charter party, and have made his regular protests.

DEAD WRIGHT. A name given to an advance by the bank of England to government, on account of the half-pay and pensions of retired officers of the army and navy. At the end of the French war in 1815 this sum amounted to nearly £5,000,000 per annum; but government wishing to relieve the revenue of this heavy yearly burden, and to spread it more equally over the forty-five years which it was calculated the average duration of the life of the claimants would be, proposed to exchange it for annuities continuing that period, of £2,800,000 per annum. The

DEA

bank after a time advanced to government £13,089,419, for which they receive an annuity of £585,740 for forty-four years, ending October 10, 1867.

DEALS OR DEAL BOARDS. (*Dielen* Ger. *Deelen* Du. *Tiljor* Sw. *Planches* mences Fr. *Tavole* Ital. *Doski* Rus.) Fir planks used in carpentry cut from the trunks of pine trees. They are imported from Christiana, Petersburg, Sweden, various ports on the Baltic, and from N. America. Those from Christiana are reckoned the best. The *Pinus sylvestris* or wild pine, is in this country usually called the Scotch fir, from being abundant in that



country, and of the same repute there, as the English oak is in the south. The timber which this tree produces is called red deal or yellow deal, according to its color. It is durable because full of turpentine, easily worked, of straight grain and large size. The most convenient form in which it is imported is that of deals. The word deal has become the common name for all sorts of pine timber. That called white deal is produced from a totally different tree, called *Pinus abies*, or more properly, *Abies communis*, the spruce fir, and also *Abies excelsa*, the Norway fir. (See *Burgundy Pitch*.) The Russian standard deal is 12 feet long, 11 inches wide, and 1½ inch thick; 400 feet of 1½ plank make a load. A Christiana standard deal is 11 feet long, (they are usually cut an inch or two under 12 feet, and considered in the timber yards as 12 feet deals,) 9 inches wide, and 2½ inches thick; but there are deals both longer and shorter than the above, but usually of the same scantling. If 11 inches wide they are planks, and are of a different sort of timber, called technically *pine*. This is the produce of the Weymouth pine, a tree which grows in some parts of the United States, and also from the white hemlock spruce of New Brunswick, which is often imported in immense

logs. Deals must be more than 7 inches in width, otherwise they are called *battens*, and more than 6 feet in length; those pieces of timber less than 6 feet are called *deal ends*. The duties upon deals, boards, deal ends, and planks, are as follows, per long hundred of six score:—

	Not above 14-in. thick.	Above 14 & under 3-in.
Not above 6-ft. long	2 2 9 3	4 18 10
Above 6 and not above 9-ft.	3 14 1	7 8 3
9-ft.	12-ft. 4 18 10	9 17 8
12-ft.	15-ft. 6 3 6	12 7 1
15-ft.	18-ft. 7 8 3	14 16 6
18-ft.	21-ft. 8 12 11	17 5 11

The above are not to exceed 9 inches in width, or a proportionately greater duty will be levied. The Swiss deals are imported under the name of *belly boards*, and used for the sounding boards of musical instruments.

DEBENTURE. A term used at the custom house to signify the certificate subscribed by the customs' officers, and given to the exporter of goods on which a bounty or drawback is allowed, bearing that the exporter has complied with the required regulations, and that he is entitled to such bounty or drawback. The owners of goods are required to testify on the back of the debenture that the goods are really to be exported, and not landed in any other British port. All debentures must be on 5s. stamps, except those for bounty on the exportation of linens and sail-cloths exempted from duty.

DEBITS. In commercial language, the sums due for goods sold on credit.

DEBIT SIDE OR DEBTOR SIDE. The left-hand side of an account on which are entered the debits or sums owing.

DEBT. A sum due from one person to another, in consequence of work done, or money or goods received, for which payment has not been made. The person indebted is called the debtor.

DECA, DECI. Deca is ten times anything, and deci a tenth part of anything, particularly used in the French system of weights and measures.—See *France*.

DECIME. A money of account in France, being equal to 10 cents, or a tenth part of a franc, and equivalent in value to 1d. English.

DECK. The planked floors of a ship, which connect the sides together, and serve as different platforms to support the artillery and lodge the men, as also to preserve the cargo from the sea and rain. Decks are distinguished by their position and structure, as the *lower gun deck*, *middle deck*, *upper deck* or *main deck*, and the *quarter deck*, which is above this last. A *flush deck* implies a continued floor laid from stem to stern, upon one line, without any stops or intervals. A *half deck* is the underpart of the quarter deck of a ship of war, contained between the foremost

bulk head of the cabin or ward room, and the break of the quarter deck. In colliers, the steerage itself is called the half deck, and is usually the habitation of the ship's crew. The *spar deck* in frigates and men of war, converted into troop ships, is that continued in a straight line from the quarter deck to the forecastle, and appropriated for the reception of spars, under which the hammocks are stowed away and the crew sleep.—See *Orlop*, *Forecastle*, *Poop*, &c.

DECKER, relates to the size of a vessel of force, as a two or three decker, carrying two or three entire rows of cannons.

DECREE. An order usually made by a superior power for the regulation of a subordinate one. Decrees in chancery are the determinations of the lord chancellor upon a full hearing of the merits of a cause.

DEED. A written contract sealed and delivered. It must be written before the seal and delivery, otherwise it is no deed; and after it is once formally executed by the parties, nothing can be added or interlined; and therefore if a deed be sealed and delivered with a blank left for the sum, which the obligee fills up after sealing and delivery, this will render the deed void. The stamp duty upon deeds of all kinds is £1 15s., and for every 1080 words above the first £1 5s. extra.

DEEP. The ocean generally: and in the north of Europe of the same import as gulf to the south.

DEEP WAISTED. The distinguishing form of a ship's decks, when the quarter deck or forecastle are elevated from 4 to 6 feet above the level of the upper or main deck, so as to leave a vacant space, called the waist on the middle of the upper deck.

DEER SKINS, undressed, pay an import duty of 1d. per skin; Indian ditto, half dressed, 2d.; and tanned, tawed, or in way dressed, 6d. One half less than each of these amounts if from British possessions.

DEL CREDERE. An engagement by an insurance broker, for an additional premium to guarantee the insured against the consequences of the failure of the underwriter; or in a more general sense it is the engagement of one person for the solvency of another with whom he bargains. If an agent sell goods to a person in good credit and repute, he is not responsible to his principal for loss should that person fail, or not make good his payments. So also a house-agent, if he let a house to a respectable man, and that house becomes injured by the tenant, or if the latter does not pay his rent, but runs away, the agent is not liable, unless it is by his fault or negligence that such things have occurred; but if he hold a *del credere* commission he becomes absolutely responsible; but even then he cannot be sued for such, if the purchaser or tenant can be found,

DEL

and until due and proper means have been used to procure payment from him, or until he is a defaulter.

DELEGATION. In the civil law, the act by which a debtor transfers to another party the duty to pay, or a creditor makes over to a third party the right to receive payment of a debt or sum of money.

DELFT OR DELF. A coarse species of pottery, or that well known as being of a red color, covered over with a white enamel, used for pans, jars, and other common articles. This ware was originally made at Delft, a town in South Holland; hence the name.

DELIVERY. In every action brought for goods sold, it is incumbent upon the plaintiff to prove that such goods were also delivered, either to the party, his servant, or some person authorized to receive them. In executing a deed also a delivery becomes necessary, without which the deed is of no effect.

DEMARKATION. A term used to designate the line or boundary by which one object is separated from another, particularly the political boundaries of states, &c.

DEMERARA.—See *Guiana*.

DEMURRAGE. An allowance made to the master of a ship by the merchants, for having detained him longer in port than the time previously appointed and agreed on for his departure. The rate of this allowance is generally settled in the charter party.

DEMURRER. In law, a difference of opinion between two parties on a matter of law. It confesses the truth of the facts alleged, but denies the legal consequences inferred by the opposite party from these facts. Demurrers are either general or special.

DENARI. A money of account at Leghorn, equivalent to 1*d.* English.

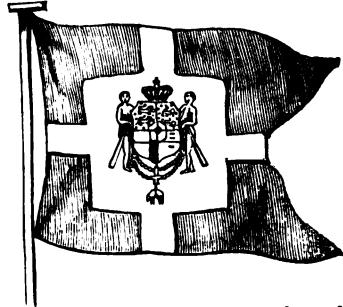
DENIER. A small French coin, of which there were twelve to a sol.

DENIZEN. An alien born, who has received letters patent to make him an English subject. He may take lands by purchase or demise, but cannot hold offices and trusts, nor receive lands from the crown.

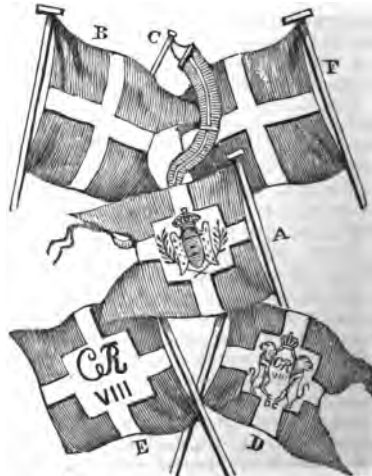
DENMARK. A kingdom lying to the NW. of Europe, between 53° and 58° N., and 18° and 13° E., consisting of the islands of Zealand, Funen, and others, at the entrance of the Baltic sea, Jutland north and south, Holstein, Lauenburg, &c., altogether containing about two millions of inhabitants. Under the word *Copenhagen* is given a general account of the commerce of the country, which is rich, well cultivated, and flat. The chief dependence of the inhabitants is upon agriculture, which is carried on with industry and success with all kinds of corn and ordinary fruits, while the rearing of stock, particularly horses, is carried on extensively. The fisheries are also of considerable importance, especially that of herrings and cod

DEN

fish. The trade of Denmark is very inconsiderable, though the Danes are great carriers for other nations; hence they have a large amount of shipping. It is also one of the most considerable maritime powers, a circumstance rendered the more important by being situated at the mouth of the Baltic. One reason why Denmark has but little trade with the other nations of Europe is the extent and wide distribution of her colonies. These are St. Croix, St. Thomas, and St. John, in the West Indies; Tranquebar, near Madras; Serampoor, near Calcutta; and a few forts upon the Coast of Guinea; thus being enabled to command the products of both Indies, and of a part of Africa, without the intervention of any other nation. These circumstances have given to Denmark a degree of importance beyond that of the majority of the German States. The national standard is as follows:—



Those indicative of the naval and merchant service are numerous; the chief of them are represented beneath:—

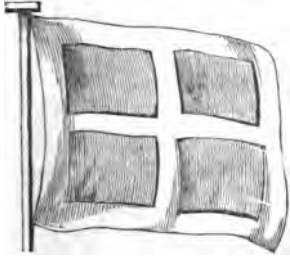


A, shows that of the lord high admiral; B and C, Danish man of war's flag and pendant; C, that of

DEP

the Danish merchant, unless in the Mediterranean, when the flag E is substituted; D is the flag of the Danish East-India Company.

The flag indicative of a pilot is as under; the four squares being in this, as well as the ground of all other flags, of a red color:—



DEPARTURE. In navigation, the easting or westing of a ship in respect to the meridian she departed or sailed from, and is reckoned on a parallel of latitude, so that if a ship sail due north or south she makes no departure, and her distance and difference of latitude are the same; but if she sail due east or west she makes no difference of latitude, and her departure and distance are the same.

DEPOSIT. A certain sum advanced in part payment, or any thing left as security.—See also *Bank*.

DEPOSITION. In law, the testimony of a witness put down in writing, in answer to interrogatories legally exhibited for that purpose.

DEPTH OF A SAIL. The extent of the square sails from the head rope to the foot rope, or the length of the after-leech of a stay sail or boom sail; in other words, it is the extent of the longest cloth of canvas in any sail.

DERELICT. Any thing left or forsaken, particularly vessels found at sea, with no one in them, are called derelicts. Of these the admiralty has the custody, and the owner may recover them within a year and a day. An allowance is made for the salvage of derelict vessels, where it has been attended with danger.

DERRICK. A tackle used at the outer quarter of the mizen yard, consisting of a double and single block, connected by a fall; also a diagonal shore, as a support to sheers.

DESIGNS OR PATTERNS, for various articles of manufacture, may be rendered the subject of copyright, and thus secured for a limited time for the exclusive use of the inventor. There is a copyright in patterns on textile fabrics for three months after publication by manufacture and sale, provided the name of the proprietor be printed at each end. Copyright, extending to one year and in some cases to three years, is granted in

DIA

certain other manufactures, (2 and 3 Vict. c 17.) For example, designs for modelling, casting, embossment, chasing, engraving, or any other kind of impression or ornament on any article of manufacture, being of any metal or mixed metals, are copyright for three years. The proprietor must register his design and his name; and every article published by him, on which such design is used, must have thereon the name of the first registered proprietor, the number of the design in the register, and the date of registration. The author of every design is considered the proprietor, unless he have executed the work for or on behalf of another, or unless he have sold it to another. Any one using copyright designs, without leave from the proprietor, forfeits not less than £5, and not more than £30.

DEVIATION. In marine insurance, is a departure, without legal course, from the regular course of a voyage, which deviation incapacitates the insured from recovering in case of loss.

DIAL PLATES.—See *Clock*.

DIAMOND. (*Diamant* Fr. *Ger. Du. Da. Sw.*; also *Demond Sw. Diamante Ital. Sp. Port. Almas Russ. Hira Hind.*) The most valuable, the hardest, and most brilliant of the precious stones. It is found only in three countries in the world, Hindoostan, Borneo, and Brazil, from which latter country Europe is at present entirely supplied. The long celebrated diamond mines of Golconda in India are now exhausted, and the diamond grounds of Brazil, which are a space of about 16 leagues around Tejuco, in the province of Serro do Trio, are even now greatly less productive than formerly. When first worked, they yielded the enormous quantity of more than 1000 ounces of diamonds per annum, but now they do not supply more than about 170 ounces in a corresponding time. The diamonds of Brazil are found among alluvial soil, in the river Jiquitonhonha, which flows



nearly as broad as the Thames at Windsor. When worked, the channel is turned aside either by canals or pumps, and the earth from the bottom dug out. The mud is then laid in heaps by the side of a flooring divided into various compartments, into each of which a current of water is admitted; while this passes through the mud is kept in constant motion by raking it, till the earthy particles are washed away. The negro stationed at each compartment then commences a diligent search after the diamonds; and when he finds one, he holds it up for the overseer to take it. Three overseers placed on high seats command a view of the whole group, and the negroes are frequently changed from one compartment to another, lest they should thrust a diamond into a corner, and return to take it away. There is an infinite variety in the size of the diamond; some do not weigh more than $\frac{1}{4}$ of a grain, while two or three are found in the course of the year which weigh from 17 to 20 carats. A carat being the peculiar weight for diamonds, and equal to 4 diamond grains; these are smaller than the troy grain by about $\frac{1}{4}$. Diamonds may be landed without report, entry or warrant. Their use is not merely that of ornament, but even of greater consumption in the arts of the lapidary, and by the glazier for the cutting of glass.

DIAPER. A linen damask, commonly used for table cloths, napkins, &c.; manufactured chiefly in Ireland, Scotland and Germany.

DICE. Cubical pieces of bone or ivory, marked with from one to six spots on the various faces, and used in the playing of various games of chance. The regulations of the sale and manufacture of dice are similar to those on cards. (See *Cards*.) Every pair of dice pays a duty of 20s., and all pieces of ivory, bone, or other matter, used in any game, having letters, figures, spots, or other marks denoting a game of chance marked thereon, to be considered dice; and if more than six chances are signified on any one piece, then such piece to be charged with the full duty of a pair of dice. (9 Geo. 4, c 18.)

DIME. A coin and money of account in the United States, equivalent to the tenth part of a dollar.

DIMITY. A cotton fabric marked with ribs, bands, or lines along it, used chiefly for bed furniture.

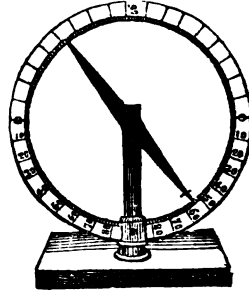
DINAR OR DINAR BISTI. An imaginary money of account in Persia.

DINERO. A money of account in Spain.

DINNAGE.—See *Dunnage*.

DIP OF THE MAGNETIC NEEDLE. An angle which a magnetic needle makes with the plane of the horizon, when poised on its centre of gravity, and at liberty to turn in the vertical plane. A needle so poised is called a dipping needle, and is represented annexed;

when on the equator neither end dips or preponderates, but proceeding towards either magnetic pole, that end of the needle which goes by the same name as the pole we are travelling to dips downwards, more and more as we approach that magnetic pole, until it stands quite perpendicular, when it is known that it stands over the pole itself.



DIP OF THE HORIZON. The apparent depression of the sea at a distance, owing to the height of the spectator above the surface. In calculating a ship's position by the rules of navigation it is of great consequence to make proper allowance for the dip, as the calculations of persons taking an observation from the deck of a ship, 10 feet above the surface, will have a very different result to one taken at half the height, trivial as the difference may appear to an ordinary spectator.

DIRECTOR. A person nominated to the management of the affairs of a commercial or other public company.

DISCHARGE A SHIP, TO. Signifies to unlade her, or to take out her stores, &c.

DISCOUNT. A premium paid for ready money, when by agreement or the usages of trade it is understood that credit is given. A bill or note is said to be discounted when a third party, in respect of the credit of the names on it, agrees to pay its contents to the holder before it becomes due, deducting the interest, and in some cases a commission for trouble and expense. Discount, in arithmetic, is the difference between a sum of money due at a future time, and its present value, and the rule for finding it is this:—As the amount of £100, increased by the interest at the rate and time given, is to such interest, so is the original debt to its discount required. Thus the discount upon £100 for a year at 5 per cent. is £4 15s. 2½d., for

If £105 : £5 :: £100 : £4 15s. 2½d. less than the interest upon the same sum by 4s. 9½d. The usual way, however, of calculating discount is by considering it the same as the interest would have been; an erroneous calculation, which adds to the profits of the discounters of bills, but to the loss of him who allows a discount on account

of ready money for goods, &c., though the system being understood by all parties no real injury is done. Discount in trading transactions and the stocks also signifies a decline in price or value; thus we say that the shares of a certain company are at a discount, meaning thereby that they have fallen in value from their original sum. In this sense discount is opposed to premium, and here the per centage is not considered; thus £50 shares of a railway may be at 4 discount, when the value of each share would be £46, or they may be at 4 premium when their value would be increased to £54 each.

DISHONOR. An expression made use of, when bills of exchange, &c. are refused acceptance or payment.

DISMANTLE A SHIP. To unrig her, and take out all her stores, guns, &c. in readiness for being laid up in ordinary, or for any other purpose.

DISMASTED. The state of a ship deprived of her masts, whether by design or accident.

DISTILLER. A person who conducts a distillatory process, particularly a person who manufactures malt spirit, and therefore often called a malt distiller. A distiller in England must occupy premises in or near a market town, of the annual rent of £20 in the least, (6 Geo. IV, c 80,) and no still can be used of less capacity than 400 gallons; also a distillery cannot be carried on upon the same premises with the business of a rectifier, brewer, sweets maker, vinegar maker, cider maker or sugar refiner, or communicating therewith, or within a quarter of a mile of a rectifying house. Distillers are required to have their various apparatus in prescribed forms, with proper dipping holes to take samples, &c. Every distiller is required to take out an annual license from the excise, which costs £10. He must make entry of his premises and utensils, distinguishing them by particular letters or numbers. He must not brew or distil on a Sunday, nor brew and distil at the same time. He must give six days notice at the commencement of each season of working, and six hours notice previous to each brewing; and six hours after such brewing must declare the true kind and quantity of materials used. The worts of two or more brewings must not be mixed together. When the worts are collected, their gravity and quantity are to be delivered, and no yeast or ferment is to be added for two hours afterwards. Eight hours notice is required previously to the removal of wash from the fermenting back to the wash charger, besides numerous other regulations tedious in themselves, yet by no means unnecessary. For further particulars see *Rectifier and Spirit*.—*Bateman's Excise Officer's Manual*.

DISTILLATION. The objects of distillation

as a trade are chiefly spirituous liquors, and those waters impregnated with the essential oils of plants, commonly called simple distilled waters. The making of the oils themselves, as well as the production of various acids, coal naphtha, and the spirits of turpentine, are no less the object of distillation, though these are not generally included in the business of the ordinary distiller, but form distinct trades under totally different regulations, and for the most part carried on abroad. The distillation of compounds, spirits, and waters, is reckoned a different branch of business, and those who carry it on are called *rectifiers*. (See *Rectifier*.) The difference however, though it exists among commercial people, and is subjected to different excise regulations, is not at all founded on the nature of the operation, compound spirits being for the most part made, and the simple spirits being rectified by the very same operations by which they are first distilled, or at least with very trifling alterations. Distillation may be thus briefly described:—A sort of beer is made of malt and barley mixed; no hops are used. This ferments, and is then called *wash*. It is when fermented pumped into a *still*, fire is applied beneath, and the liquor is made to boil. While boiling, its spirituous particles, and which have arisen from the fermentation, pass off over the head of the still in the form of steam. This is made to traverse a twisted metal pipe, called a worm, which is kept cold by being immersed in a tub of flowing water. In traversing this pipe the steam becomes condensed into an impure spirit, called *low wines*, which runs out at the lower end of the worm. The low wines is re-distilled along with potash, when it becomes purer and stronger. It is then called rectified spirit, and is the spirit supplied to the rectifier for further purifying, and to the publican to be sold as whiskey.

DISTRAINT OR DISTRESS FOR RENT, is a remedy given by law to a landlord to seize the goods of his tenant upon the premises, to sell the same within a certain period, and to reimburse himself for the rent in arrear and the charges consequent upon the distress. A distress may be taken upon all goods found on the premises, whether belonging to the tenant or to a stranger, but not money unless in a bag, nor dogs, deer, rabbits, &c., nor things fixed to the freehold, as chimney pieces, mill-stones, forges, &c. Neither what is in actual use, as the horse a man is riding, and the tools he is working with. The goods of a carrier are also exempt, the tools and implements of a man's trade, as the books of an author, the presses and types of a printer, or the loom of a weaver. It has been recently held, however, that tools are only exempt when the owner or his servants

are actually using them, and when there is a sufficiency of other property. The other exemptions are clothes which a person is wearing, cloth in a tailor's shop, yarn in a weaver's, paper in a printer's, and a horse to be shod at a smith's. Every distress must be made in the day time, and not at any time if the arrears are tendered. When there is not enough taken at a first distress, a second may afterwards be levied. No outer door can be broken open to effect a distress. Landlords may follow goods of a tenant, fraudulently removed to prevent a distress, within thirty days next after the removal, and the tenant so removing shall forfeit double their value. Distresses are levied in the following manner:—The landlord himself, or some person as his bailiff, by an authority from him in writing, may make the distress. The landlord or broker entering the premises takes hold of some article, saying at the same time, "I seize this chair, table, &c. (whatever it may be) in the name of all the goods in this house, for the sum of £***, being rent, &c." He then makes an inventory of the whole, or sufficient part, to cover the rent and expenses, leaves a notice with the tenant, or at his house, of the distraint, with a copy of the inventory. The goods may be removed immediately, but it is most usual to leave a man in possession, and let him remain there till you are entitled by law to sell the goods, which is on the sixth day inclusive after the distress is made. If there be no allowance of, or agreement for further time, the landlord searches, at the expiration of five days, at the sheriff's office, to see if the goods have been replevied; if not, and the rent and charges still remain unpaid, the goods are appraised, and very often sold to the appraiser himself, who most frequently is the broker who has seized them; thus he gets the goods at his own price. From the value paid for them, the expenses are deducted, the rent paid, and the surplus, if any, handed over to the tenant. Brokers who seize for amounts under £20 are entitled by law to the following charges only:—Levying distress, 3s.; man in possession, 2s. 6d. per day; appraisal, 6d. in the pound. Stamp, the lawful amount thereof. If the goods are sold by auction they are entitled to 10s. for advertisements, if any, and 1s. in the pound for auctioneer's charges. The distrainer is not to charge for any act not really done, and he must give a copy of his charges to the tenant. Persons aggrieved may appeal to any justice of the peace.

DIRTO. A term derived from the Italian word *detto*, that which has been said, and used in accounts and catalogues to avoid repetition. It is often abbreviated into *do*.

DIVIDEND. The name given to the payment made to creditors out of the estate of a

bankrupt, and to the annual interest payable upon the national debt and public funds.

DOSRA. A gold coin of Portugal, worth about £3 11s. sterling.

DOCK. An artificial basin by the side of a port or harbour, made convenient either for the building or repair of shipping, or it is a place legalized by act of parliament, where vessels from particular parts of the world are compelled, or find it convenient to resort for the purpose of discharging or loading their cargoes. Docks go by various names, according to the uses made of them, particularly of *wet docks*, and *dry, graving, or repairing docks*. The former are extensive basins formed adjacent to rivers and harbours, with which they are connected by means of a lock and flood gates, so that vessels may remain afloat at all times of the tide. Graving docks are only of sufficient size to hold one, or at most two vessels at the same time. This is the kind of dock in which state and other ornamental barges are laid up to defend them from the weather, and also in which the hulks of ships and other large aquatic carriages are laid up during the process of building and repairing.

DOCK YARDS. Arsenals containing all sorts of naval stores and timber for ship-building. In England the royal dock yards are at Chatham, Portsmouth, Plymouth, Deptford, Woolwich, and Sheerness, where the queen's ships and vessels of war are generally moored during peace, and such as want repairing are taken into the docks, examined and fitted for service.

DOCKET. A short memorandum or summary affixed to larger paper, or a bill of direction tied to goods, showing the place where, and the person to whom they are to be delivered. *Striking a docket* is when a creditor lodges in the bankruptcy office his affidavit that his debtor is a bankrupt. This is the first process of making a bankrupt.—See *Bankrupt*.

DOCTOR'S COMMONS.—See *College of Civilians*.

DOG. This well-known domestic animal forms one of the subjects of the assessed taxes; the following rates being charged against the possessors of the various kinds. A greyhound pays £1 annually; hound, pointer, setter, spaniel, terrier or lurcher, where two or more are kept, of whatever denomination the same may be, except greyhounds, 14s. each; every other dog, where only one is kept, 8s. Persons compounding for their hounds are charged £36. Dogs employed wholly in the care of sheep or cattle, provided they are not of the descriptions chargeable with the duties of £1 and 14s. above mentioned, also dogs under six months old are exempt from duty. Dog skins are used as the foundation of common hats, and

DOG

to make a peculiar kind of brush for the painter's use. Very few skins however are imported; the duty is 2*d.* or 1*d.* per dozen skins, according to the place whence they are brought.

DOGGER. A Dutch fishing vessel, navigated in the German ocean. It is equipped with two masts, a main mast and a mizen mast, and somewhat resembles a ketch. It is principally used for fishing on the Dogger bank. The sailors are called dogger men.



DOG VANE. A small vane, composed of thread, cork, and feathers, fastened on the end of a half pike, and placed on the weather gunwale to steer a ship by when sailing on a wind.

DOIT. The ancient Scottish penny piece, of which twelve were equal to 1*d.* English. Two of them were equal to the bodle, and six to the bawbee. There was also in Lower Germany a small coin, called *deut*, (pronounced like doit,) and *dutchen*, the diminutive of *deut*.

DOLLAR. A coin of various value, generally the largest silver coin in a country. The dollar of England is the crown piece, and worth 5*s.* The Spanish dollar is worth 4*s.* 2*d.* The dollar of the United States varies a halfpenny, or from that to a penny in value, according to the year of coinage; the best is that of 1798, valued at 4*s.* 4-35*d.* The ordinary American dollar is now valued at 4*s.* 2½*d.* In most European states this coin is called *rix-dollar*, under which name other particulars are given.

DOMETT. A thin kind of flannel, of which the web is wool, the warp being composed of cotton. It is chiefly used for shrouds and the lining of coffins.

DOMINGO, ST.—See *Hayti*.

DOMINICA. One of the largest and most important of the West India Islands, with an area of about 280 square miles, and containing 18,660 inhabitants, of which the European population does not amount to more than 800, the rest being for the most part slaves. The country is mountainous and rugged. Its ex-

DOM

ports are sugar, rum, molasses, coffee, timber and sulphur, amounting altogether in value to £74,800 annually, while its imports, and which are chiefly of manufactured British goods, average nearly the same sum. It is governed by a lieutenant-governor, a council of eight members, and an assembly of twenty. The chief town is Plymouth. The following is the colonial seal of Dominica:—



DOUBLE A CAPE, TO. In navigation, the act of sailing round or passing beyond it, so that the point of land separates the ship from her former situation, or lies between her and any distant object.

DOUBLOON. The most common Spanish and American gold coin, of the same weight as their silver dollar. It weighs 417·7 Troy grains, which contain 365·5 grains of pure metal. It is valued at £3 4*s.* There are also half and quarter doubloons of proportionate value.

DOUSE, TO. To lower or slacken suddenly, expressed of a sail in a squall of wind, an extended hawser, &c.

DOVER OR DOVOR. The chief of the Kentish cinque ports, and the point of England nearest to the French coast, it being only 21 miles thence to Calais. Dover was therefore always a place of importance, though more so at an early period than at present.



It does not possess the naval advantages of Portsmouth, Plymouth, and other great naval depôts, being situated at a boisterous part of the channel, surrounded by a rocky coast, and not affording sufficient protection to shipping. Its harbour, although much improved of late years, does not admit vessels of more than 4 or 500 tons, and this only at high tide. The trade therefore of Dover is confined to the packets which daily ply between England and Calais for the conveyance of letters, passen-

DOW

gers and goods. The castle, of Roman foundation, is still an extensive fortification, and stands on a commanding eminence on the east of the town.—See *Cinque Ports*.

DOWLAS. A coarse linen fabric, used for sheeting, &c.

DOWN. (*Dunen* Ger. *Dons* Du. *Duvel* Fr. *Penna matta* Ital. *Flojel*, *plumago* Spa. *Puch* Russ.) The fine feathers from the breasts of several birds, particularly those of the duck kind, and still more particularly that of the eider duck. These birds pluck it from their breasts to line their nests with. The down obtained from these nests is called live down, and is more valuable than that plucked from dead birds. The eider duck is found on the western islands of Scotland, but the down is principally imported from Norway and Iceland, paying a duty of 1s. 3d. per pound; if from any of our own possessions, as Canada, whence a portion is obtained, the duty is 7½d.

DOWN FORESAIL. The command to set the foresail.

DOWN HAUL. A rope passing up along a stay through the cringles of the stay sail or jib, and tied to the upper corner of the sail to pull it down when shortening sail.

DOWN HAUL TACKLE. A complication of pulleys employed to pull down the main or fore topsail yard in a tempest, in order to reef the sail, because the effect of the wind prevents the weight of the yard from having its natural effect of descending, when the ropes by which it is suspended are slackened.

DOWN JIB AND STAY SAILS. The order to take in those sails. It is also applied to the studding sails.

DOWNS. A bank or elevation of sand which the sea gathers and forms along its shores, and which serves as a barrier.

DOWNS. The name given to a famous road for ships along the eastern coast of Kent, extending from Dover to the North Foreland. This road has excellent anchorage, and is defended by the castles of Sandwich, Deal and Dover. The English fleets usually met there in the time of the war.

DRAB. A woollen fabric, generally woven thick and double milled, being chiefly used for great coats.

DRABS. In the salt works, a kind of wooden boxes for holding the salt when taken out of the boiling pan.

DRACHMA, DRACHM OR DRAM. A weight and also a coin. As a weight the drachm belongs to apothecaries' weight, being the eighth part of the apothecaries' or troy ounce. Dram is a part of avoirdupoise weight, being the sixteenth part of the ounce. As a money the drachma is the principal silver coin and money of account of the new kingdom of Greece, where its weight is 69 troy grains, and its value about 8½d. sterling.

DRA

DRAFT. (See *Cheque*;) A small commercial allowance synonymous with cloff, but now almost disused. Its origin appears to have been that retail dealers might be enabled to give good weight upon the articles purchased by them wholesale; thus in purchasing 3 cwt. of sugar a draft of 2 lbs. used to be allowed, to enable the grocer to give a turn of the scale each time he had occasion to weigh a small quantity. The allowance was, however, insignificant and troublesome.

DRAQ. An iron instrument with four hooks, to which a rope is attached; this being drawn along the bottom of the water in rivers, ponds, &c., catches hold of any object there may be within reach, and pulling in the rope, brings it to the surface.—See also *Dredge* and *Creepers*.



DRAG SAIL OR FLOATING ANCHOR. A simple instrument which is sunk below the swell of the sea, when there is no other anchorage, for the purpose of preventing a vessel from drifting. Dr. Franklin proposed that it should consist of a wooden cross, from the ends of which a sail should be stretched covering the cross, and even all the extremities; it has also been used in the figure of an umbrella. The general form and manner of attachment of the drag sheet may be seen in the following cut; observing that to prevent the drag sheet from sinking it is generally necessary to attach a buoy to it, so that according to the length of the buoy rope so will be the depth of the drag sheet beneath the surface.



DRAG THE ANCHOR, TO. To trail it along the bottom after it has left the ground, by the effort of the wind or a current upon a ship.

DRAGON'S BLOOD. (*Sang dragon*, Fr. *Damulakhwain* Arab.) The produce of several trees and plants, particularly of a large species of rattan, *Calamus draco*, growing on the north and north-east coast of Sumatra,

and in some parts of Borneo. It is largely exported to China, and to some parts of India and Europe. It is either in oval drops, wrapped up in leaves, or in masses collected in reeds or pieces of bamboo joined together, forming a case about half an inch in diameter. It is of a deep red color when in a lump, and should be of a bright scarlet when pounded, otherwise it is worth little. It is somewhat transparent, and has little or no smell or taste. It is often adulterated. To detect these adulterations it is to be observed that dragon's blood does not yield its color to water, and burns with a clear flame, whereas the articles with which it is adulterated generally do not. In commerce it is united with the rest of the balsams.

DRAPER. A name given to a person who sells either linen or woollen cloth.

DRAPER'S COMPANY. This, the third of the livery companies of London, was incorporated by letters patent of Henry VI, anno 1439, by the title of the Master, Wardens, Brethren, and Sisters of the Guild or Fraternity of the Blessed Mary, the Virgin, of the Mystery of Drapers of the City of London. There are four wardens and thirty assistants, who with the master govern the company according to what is called their acting charter, dated 4 James I, and confirmed by another dated 9 James I. There have been eighty-eight lord mayors of this fraternity; the first mayor being Henry Fitzalwin, a person noble by birth. The crest, arms, and supporters, were granted to them in 1561, or as some say 1439. Their hall is in Throgmorton Street. The fine on being made liveryman of this company is £25.



DRAUGHT. The depth of a body of water necessary to float a ship; hence a ship is said to draw so many feet of water when she is borne up by a column of water of that particular depth; thus if it require a body of water equal to 12 feet in depth to float or buoy up a ship on its surface, she is said to draw 12 feet water, and that this draught may be more readily known, the feet are marked on the stem and sternpost from the

keel upwards. Draught also means the drawing or design from which any ship is built.

DRAW UPON A SHIP. To gain upon a vessel when in pursuit of her.

DRAWBACK. An allowance upon the exportation of those goods which have been previously imported. This is in most cases equal to the duty itself, so that the duties of importation, although levied upon all goods are yet paid only upon those entered for home consumption, or in other words, those consumed in this country. Hence it is that the inspection of financial returns of the revenue derived from articles of different kinds give no information of the quantity actually brought into the country, but only that quantity which is retained for home use. The remission of the duty upon exportation enables the importer to carry his goods to a foreign market upon the same terms as if he had carried them direct from the country where produced, and therefore to supply that foreign market without any additional cost to the first price, except such as arises from freight and other expenses of conveyance. Most foreign articles imported into this country may be warehoused for subsequent exportation; in this case they pay no duties on being imported, and of course get no drawback upon being exported. By 3 & 4 Will. IV, c 52, it is ordained, that no drawback shall be allowed upon the exportation of any goods from the United Kingdom, unless such goods shall have been entered in the name of the person who was the real owner thereof at the time of entry and shipping, or of the person who had actually purchased and shipped the same, and who is entitled in his own right to such drawback. No drawback shall be allowed upon any goods, unless the same shall be shipped within three years after the payment of the duties thereon inwards; and no goods shall be allowed a drawback, which shall by reason of damage or decay have become of less value for home use than the amount of such drawback, and all goods so damaged, which shall be cleared for drawback, shall be forfeited, and the person who caused such goods to be so cleared shall forfeit £200, or treble the amount of the drawback, at the option of the commissioner.

DRAWER. The person on whom a bill of exchange is drawn.

DRAWER. The person who draws a bill of exchange upon another.

DRAWING. The state of a sail when inflated by the wind.

DRAWINGS imported pay a duty of 1*d.* each, whether plain or colored, the same as prints.

DREDGE. A kind of drag, made of a square frame of iron encircled with a net, and commonly used to rake the mud off from the

DRE

platform or bottom of the docks; also for the purpose of catching oysters and some other shell fish.

DRESS A SHIP. To ornament her with a variety of colors, as ensigns, flags, pendants, &c., displayed from different parts of her masts and rigging on a day of festivity.

DRESSES.—See *Silk*.

DRIFT. In navigation, denotes the angle which the line of a ship's motion makes with the nearest meridian, when she drives with her side to the wind and waves, and is not governed by the power of the helm, and also the distance which a ship drives on that line in a storm is so called. The drift of a current is its angle and velocity.

DRIVE. To carry at random along the surface of the water, as impelled by a storm or impetuous current. Driving is generally expressed of a ship when accidentally broke loose from her moorings.

DRIVER. A large sail, occasionally set upon the mizen yard or gaff, the foot whereof being extended by a boom, called the driver boom, considerably over the stern, in the manner of a cutter's mainsail.

DRILLING. A species of Russia linen.

DRITTLE. A silver money of Prussia, worth nearly a shilling English.

DROITS OF THE ADMIRALTY. The perquisites resulting from the seizure of the property of an enemy at the commencement of a war, and attached to the office of lord high admiral, or to the crown when that office is vacant. These perquisites were originally vested in the sovereign, to enable him to provide for the expense of defending the realm and clearing the seas of pirates; and their value and importance are so great that a single seizure of ships has taken place where the value has been more than £2,000,000 sterling. During the last war so large were the sums made at the same time in this rich fund, that the crown one year, after paying many hundred thousands to captors, and large sums to different branches of the royal family, gave a million out of the residue for the public service. By the civil list introduced on the accession of William IV, it was arranged that all the droits of the admiralty, which might accrue during his reign, should be paid into the exchequer for the benefit of the public service, and the civil list of her present majesty has made no alteration in that arrangement.

DROP. A name sometimes given to the depth of the square sails, thus a sailor would say, "her main topsail drops 17 yards." *To drop anchor* is synonymous with to anchor. *To drop astern* implies the retrograde motion of a ship.

DRUG. A general name for articles used in medicine and in dyeing; see their various names.

DRU

DRUGGET. A slight stuff, sometimes made of wool, sometimes half wool and half cotton. Druggets have lately been stamped of various colors like carpets, which they are intended to supersede or cover.

DRYSALTER AND DRYSALTERY. The drysalter is a dealer in the various colors, gums, salts and other materials required by the dyer, and which are designated by the general name of drysaltery drugs or goods.

DUBIOUS PAPER. In commercial language, signifies bills drawn on firms, or individuals of little credit.

DUBBER. A leathern vessel, bottle or jar, used in India to hold oil and other liquors, for the same purposes as casks are with Europeans. Dubbers are made of thin goat skins, and are of all sizes, from a quart up to nearly a barrel.

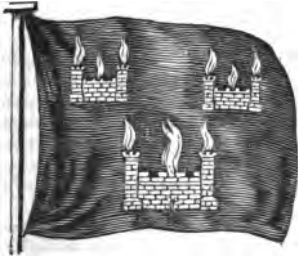
DUBLIN. The capital of Ireland, situated in a province of the same name, seated at the end of a spacious bay, formed by the river Liffey and the Irish sea, in W. long. 6°15', and N. lat. 53°21'. The harbour of Dublin has a bar at its mouth which prevents vessels of large burden from passing over it. At the extremity of a mole, which is nearly 4 miles long, is a lighthouse called the Casoon, and on the promontory opposite, called the hill of Howth, is another. Three miles below the city at a place called the Pigeon House is a commodious dock, and here the packets receive and land their passengers. Corn, linen, beef and pork in barrels, butter and live cattle are the staple articles of Irish export, all of which Dublin furnishes a considerable quantity. Dublin is beautifully built, particularly as to its public edifices; we give below the Royal Exchange, it being, if not the most elegant and extensive building, that which is most connected with commerce. It is situated in nearly the highest part of the city, and was built by the merchants, assisted by £13,000 from government; it forms a square of 100 feet, and its principal front has a richly-decorated portico of six Corinthian columns.



Dublin is governed by a chief magistrate, who is styled lord mayor, and elected annually from the aldermen, who are twenty-five in number, elected for life from citizens who have served as sheriffs. Two sheriffs are

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chosen annually from the common council, who are ninety-six in number, and are triennially elected by their respective guilds by the freemen; a very numerous body, amounting to about 2000. These freemen, in conjunction with the freeholders, return two members to the united parliament. The flag appertaining to this city is seen below:—



DUCAPE. A plain weave stout silken fabric, of softer texture than Gros de Naples.

DUCAT. A gold coin common in several European states, of different value, as follows:—

	s.	d.
Ducat Kremnitz or Hungarian	9	5:91
Ducat of Bavaria	9	4:12
" Berne	8	1:48
" Brunswick	9	2
" Cologne	9	3:7
" Denmark, current	7	5:62
" " specie	9	3:70
" Frankfort and Hamburg ..	9	4:34
" Hanover	9	5:19
" Holland	9	4:13
" Prussia, coined 1748	9	4:04
" " 1787	9	3:71
" Russia, coined 1796	9	4:89
" " 1763	9	3:71
" Saxony, coined 1784	9	3:71
" " 1794	9	4:34
" Sweden and Wurtemberg ..	9	2:22

The above are all gold coins. There are silver ducats belonging to some of the Italian states, as the

	s.	d.
Ducat of Naples worth	3	5:24
" Parma	4	4:97

DUCATOON. A silver coin of Holland and the Netherlands, worth in the former country rather under 5s. 6d.; in the Netherlands rather more than this, except the ducatoon of Maria Theresa, which is valued at 5s. 2d. only.

Duck. The name of a thick white linen cloth, for the manufacture of which Russia

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was famous, until supplanted in her own markets by a similar fabric of English workmanship. According to its quality it is used for articles of men's clothing, sail-cloth, &c.

DUCK UP. A term used by a steersman, when the mainsail, foresail or spritsail hinders his seeing a landmark, by which he is to steer, upon which he calls out *Duck up the clew lines of those sails*, that is, haul the sails out of the way.

DUNKIRK. A strong commercial city of France, situated in the department du Nord, and about 27 miles from Calais. The harbour is capable of accommodating 200 large vessels at anchor, and was the general place of rendezvous for the French fleet during the war, as the Downs was with us. Dunkirk is a free port, and in time of peace has a considerable trade. Its vessels bear either of the following flags:—



DUNNAGE. Loose wood, canes, boughs of trees, &c., laid in the bottom and against the sides of a ship's hold, either first by raising the cargo when she is laden with heavy goods to prevent her sailing too stiffly, or to prevent the cargo should it be susceptible of damage from water from being injured in the event of the ship's becoming leaky.

DUTCH LEAF OR DUTCH METAL. This is of two kinds, called from its color yellow and white Dutch metal; the former is fine brass beaten into extremely thin leaves, similar to gold leaf: the white Dutch metal is zinc treated in the same manner. Both kinds are used for the ornamenting of toys, paper hangings, &c., instead of the more expensive articles of gold and silver leaf.

DUTY. A general name for a tax or impost of any kind upon manufactures or productions.



THIS letter in commerce is a frequent abbreviation, as the following examples will indicate. E. E. *errors excepted*, (sometimes annexed to an invoice); E. *east or eastern*; C. E. *civil engineer*; E. G. *exempt gratia*, for the sake of example; also Ex. *example*, and Exr. *executor*. E. on modern French coins, signifies the mint of Tours; on Prussian, the mint of Königsburg; on Austrian, that of Karlsburg. E. l. on Lloyd's books, designates a second-class vessel.

EAGLE. A gold coin of the United States, equal to 10 dollars, or about £2 1s. 1½d. sterling. The half eagle, the most common gold coin of the States, is of proportional value. There is also a quarter eagle.

EAGLE WOOD. (*Ornætræe* Da. *Agelhout* Du. *Alderholz* Ger. *Madera del Aquila* Spa. *Ornira* Sw.) A beautiful species of wood, employed chiefly by turners in the formation of the finer articles. It comes from Asia, but the tree from which it is produced is not known. For another kind of eagle wood, see *Aloe Wood*.

EARINGS. In a ship are certain small ropes employed to fasten the upper corners of a sail to its respective yard, for which purpose one end of the earing is fastened to the cringle or loop fixed in that part of the sail, and the other end is passed six or seven times round the yard-arm, and through the cringle. Every reef on a yard has its respective earings, which are passed in the same manner.

EARL. A title of dignity next in degree to a marquis, equivalent to count in other countries; hence the wife of an earl is even here styled countess. Earls being of the peerage, each is addressed as "*My Lord*," both verbally and by letter. They are also, by virtue of their title, "*Right Honorable*;" hence a letter addressed to an earl should be directed

"To the Right Honorable
The Earl of *****"

EARL MARSHAL. One of the great officers of state, who regulates all great ceremonies, takes cognizance of all matters relating to honor, arms, and pedigree, and superintends the proclamation of peace and war. The office is now hereditary in the family of Howard, and enjoyed by its head, the Duke of Norfolk.

EARNEST. A sum advanced by the buyer of goods in order to bind the seller to the terms of the agreement. It is enacted in the 17th section of the statute of frauds, that no contract for the sale of any goods, wares, or merchandize, for the amount of £10 or upwards, shall be binding, unless some portion of the goods be delivered to the buyer, or some part of the price be paid as earnest by

him, or else that some note or memorandum in writing by the parties contracting be signed by them; but the most minute portion of the goods delivered by the one party, or the utmost trifle of earnest by the other, has been held sufficient.

EARTHENWARE. A general term for all kinds of pottery and articles made of earth, for culinary and similar purposes. The duty when imported upon earthenware generally is 10 per cent. *ad valorem*.

EASE THE SHIP. The command given by the pilot to the steersman to put the helm close to the lee side, or in the sea phrase, hard a lee, when the ship is expected to plunge or dip her fore-part into the water while close hauled.

EASE OFF OR AWAY. To slacken gradually any rope formed into a tackle.

EASY. A sea phrase for a ship that moves over the sea without jerking or straining.

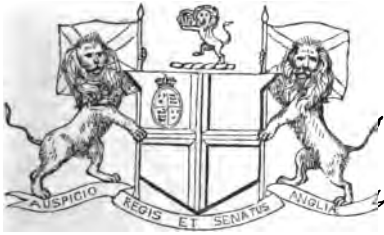
EAST. One of the cardinal points of the compass or of the horizon, being that point where the sun is seen to rise at the time of the equinoxes.

EAST INDIAN BLACK WOOD. The produce of *Dalbergia latifolia*, called blackwood tree by the English, and *sit söl* by the natives of India, on the Malabar coast, where it grows to an immense size. The wood of the trunk and large branches is extensively used for making furniture. It is heavy, sinking in water, close grained, of a greenish or greenish-black color, with lighter colored veins running in all directions, and takes a fine polish.

EAST INDIA BONDS, commonly called India bonds. The floating debt of the East India Company in this country, as opposed to the territorial debt, or that belonging exclusively to India. India bonds are for the sums of £100, £200, £300, and £500 each, and being payable half-yearly to the company at par they are commonly used in London, where they are constantly marketable as an investment for money that is liable to be suddenly called for. The interest, always computed up to the day on which they are bought and sold, is 3½ per cent., and is payable at the East India House twice a year, namely on the 1st of April and the 1st of October.

EAST INDIA COMPANY. This company, the greatest in commercial as well as political importance, was founded in 1599; to compete with similar but earlier companies belonging to the Venetians, the Portuguese and the Dutch. The original capital was only £30,133, and Queen Elizabeth, in December 1600, granted to the governor and company of merchants trading to the East Indies, for fifteen years, the exclusive right of trading to all countries from the Cape of Good Hope eastward to the Straits of Magellan, excepting those which were in the possession of

friendly European powers. Until 1613, the company consisted merely of a society subject to particular regulations, each member of which acted on his own judgment relative to his commercial adventure, independent of the rest; but at that period the capital was united, and it assumed the character of a joint-stock company. Acting only under the authority of a grant from the crown, the company was considered dissolved at the death of Charles I., and a free trade to a great extent was established. Their charter was however renewed by Cromwell in 1657, and confirmed by Charles II. in 1661, who granted them at the same time most of their present power, with the arms of the company, which are as follows :—



At this time also began the tea trade, and several trading establishments were formed at Bombay. Those at Madras and Bengal having been founded in the time of Cromwell. The exclusive commercial rights of the company were again invaded in the reign of James II.; and the adventurers who traded in opposition to the old formed themselves into a new society; and as they expressed a greater ability or readiness than the old one had done to assist the government with a loan of £2,000,000, which was then required, this company also obtained a charter from parliament. These companies after many years of mutual hostilities, finally adjusted their differences, and resolved to unite, and form a society, called the United Company of Merchants of England, trading to the East Indies. They obtained a charter of incorporation in 1702, and assumed the form, arms, privileges, and rights, now known as the East India Company's. In 1692, the Bengal agency was transferred from Hooghly to Calcutta, which city they acquired in 1698. The political power of the British in India commenced in 1748. The trial of Lord Hastings displayed so many iniquities and tyrannies of the Indian government, that, in 1784, the *board of control* was established. In 1833, at the expiration of the former charter, a free trade was to a great extent allowed, and the East India Company, though retaining its political power and financial system, was shorn of much of its exclusive commercial

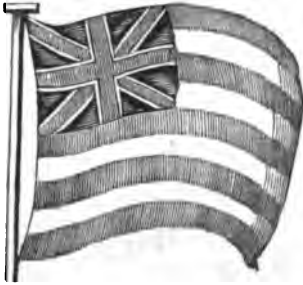
rights, and the trade to India is now free. Under their new act, the functions of the company are wholly political. It is to continue to govern India, under the supervision of the board of control, till the 30th of April, 1854. The seat of government in India is Calcutta; the office of the company in London is in Leadenhall Street.



East India House, Leadenhall Street.

The stock forms a capital of £6,000,000, into which all persons and bodies corporate whatever are allowed to purchase without limitation, except the governor and company of the bank of England. Since 1793, the dividends have been 10½ per cent., to which they are limited by the late act. The proprietors in general court assembled enact bye laws, and in other respects are competent to the complete investigation, regulation, and control of every branch of the company's concerns, but for the more prompt dispatch of business, the executive detail is vested in a court of directors. There were 2,003 proprietors in 1825. A general court is required to be held once in the months of March, June, September, and December in each year. No one can be present at a general court unless possessed of £500 stock, nor can any person vote upon the determination of any question who has not been in possession of £1000 stock for the preceding twelve months, unless such stock have been obtained by bequest or marriage. The court consists of twenty-four members, each of whom must hold £2000 stock. They are chosen for four years; a fourth part retiring each year. The directors choose from among themselves a chairman and a deputy chairman; not less than thirteen constitute a board. The company's officers at home and abroad receive their appointments direct from the court, to whom they are responsible. A portion of the court of directors form also a secret committee, who are sworn to secrecy, by whom private and confidential communications are examined, and who are the especial organs between the board of control and the general court, or often between the board of control and the Indian government direct, without the intervention of the court in those political

circumstances in which secrecy is necessary. The flag of the East India Company is as follows:—



EAST INDIES. The name generally bestowed upon the continent and islands to the east and south of the river Indus, as far as the borders of China, excluding the [Philippine Islands, New Guinea, New Holland, Van Dieman's Land and New Zealand. The greater part of these are under British rule, and are otherwise called our Indian possessions, forming by far the most valuable and most extensive foreign possession ever belonging to a country, not excepting the tributaries of ancient Rome, nor the Spanish American dependencies of the last age. The East Indies comprise Hindoostan, Assam, Arracan, Tenasserim, Penang, Singapore, Ceylon, and some islands of comparatively less importance. The whole native population under the dominion of England exceeds 125,000,000 of people, who are kept in subjection by the presence of not more than 40,000 Europeans, this being the entire white population, including persons of all nations. For the commerce of the above places, see their respective names.

EAU. A French word, signifying water, and used in English with some other words, for several spirituous waters, particularly perfumes as eau de Cologne, which is spirits of wine, flavored with various essential oils; of this water there is so much consumed, that at Cologne there are no less than fifteen manufactories, where are prepared several millions of gallons annually, besides immense quantities manufactured in France, Saxony and England. Eau de Luce, invented by a person named Luce, is a volatile preparation or perfume, thus made: ten or twelve grains of white soap are dissolved in four ounces of rectified spirits of wine, after which the solution is strained, a drachm of rectified oil of amber is added, and the whole is filtered. Cologne water pays a duty of 1s. per flask, thirty of which are not to contain more than a gallon.

EBB. The reflux of the tide, or the return of it after the highest of the flood. The ebb

is the time between high water and the low water next afterwards.

EBONY WOOD. (*Ebentree* Da. *Ebbenhout* Du. *Ebano* Ital. Por. Spa. *Ebentred* Sw. *Ebenholz* Ger. *Bois d'Ebene* Fr.) The wood called ebony is of a jet black color; the sap wood is however white, and of 3 or 4 inches in thickness; this is mostly chopped off previous to exportation, so that the ebony logs or billets as here received are but the heart of the tree. Another sort, called green ebony, is from an entirely different tree. Three kinds of ebony are imported. First, from the Mauritius, in round sticks like scaffold poles; these seldom exceed 14 inches in diameter. Second, the East Indian, which grows in Ceylon, the East-India Islands, and on the continent of India; this is mostly shipped from Madras and Bombay, in logs from 6 to 20, and sometimes even 28 inches diameter, and also in planks. And, third, the African ebony, shipped from the Cape of Good Hope in billets, the general size of which is from 3 to 6 feet long, 3 to 6 inches wide, and 2 to 4 inches thick. These are rent out of the trees, and are often called billet wood. The first of these is the finest in color, and most costly. The East Indian is inferior, and the African worst of all, yet the least wasteful to use. It also stands the best, and is therefore used exclusively for quadrants. Ebony is employed for cabinet, mosaic, and turnery works; also for flutes, the handles of doors, knives, and surgeons' instruments, and many other purposes; piano-forte keys are generally made of the East-Indian varieties. The ebony of the Mauritius is yielded by a small tree, called *Diospyros Ebenus*; that of Ceylon is *D. Eburnaster*; while the ebony tree of the Coromandel coast is *D. melanoxylon*. Other species also yield a similar wood. (See *Coromandel Wood* and *Green Ebony*.) The duty upon ebony coming from foreign countries is 10s. per ton; from our own possessions, 2s. 6d. per ton.

ECCLESIASTICAL COURTS. The ordinary ecclesiastical courts of England and Wales are, beginning with the lowest, First, the *peculiar* courts which are very numerous. Royal, archiepiscopal, episcopal, decanal, prebendal, rectorial, and vicarial, with jurisdiction frequently extending only to a single parish, and sometimes limited only to a part of the matters usually subject to ecclesiastical jurisdiction. Second, the archdeacon's court, generally subordinate, with an appeal to the bishop. Third, the court of commissary, generally appointed by the bishop. Fourth, the diocesan court of every bishop, within his respective diocese. Fifth, the provincial or archiepiscopal; these in the province of Canterbury are the court of *peculiars*, which takes cognizance of matters arising out of some peculiar deaneries. The *prerogative*

court, which has authority in the matter of all wills or administrations of property left by persons having personal estates to a certain amount, within the several dioceses of the province. It grants administration to the effects of all such persons dying intestate, and probate of wills. The court of *arches* or supreme provincial court of appeal; it may also take original cognizance of causes, by letters of request from the inferior courts, and it has a separate jurisdiction of its own in suits for legacies. The province of York, including four dioceses, besides that of Sodor and Man, has two courts, the prerogative court, and the chancery or court of appeal. A suit is commenced in the ecclesiastical court by a process, sued out by the party complaining, and served on the other party by an officer. The party cited may appear in person or by a proctor, who discharges duties similar to those of the attorneys in common law courts. A party disobeying citation may be pronounced contumacious, and imprisoned by an attachment from the lord chancellor's court. The party cited may show cause against the citation, if he dispute the authority of the courts, or otherwise has cause for defence. If the cause goes on, the plaintiff's first statement of facts is called in criminal cases, *articles*; in testamentary causes, an *allegation*; and in civil proceedings, a *libel*. Every subsequent plea in all cases is called an allegation, and every allegation is divided into separate heads, so that witnesses are produced and examined, not as to the whole allegation, but as to such special facts as may be within their knowledge. Where a plea has been admitted, a certain time or *term probatory* is allowed to the party making it to examine his witnesses. Witnesses are either brought to London, or

examined in the country by a commission. The depositions are taken in private, and in writing, by the examiners of the court; who on view of the allegations examine the witnesses by such questions as they judge most proper to elicit the truth. The cross-examination is conducted by interrogatories, delivered by the adverse party to the examiner, and by him addressed to the witness. The examinations are kept secret until publication passes, after which either party is allowed to except, by a plea called an exceptive allegation, to the credit of an adverse witness. When the cause is heard, the judge first peruses and carefully considers all the pleas and evidence, and then hears the case argued by counsel. Judgment is given in open court, and execution enforced by the compulsory process of *contumacy*, *significavit*, and *attachment*. The law of the ecclesiastical courts is administered by men associated, as a distinct profession, for the practice of civil and canon law. They are commonly called proctors, and are incorporated as the College of Doctors of Civil Law. (See *Colleges*.) Every advocate must have taken that degree in the university of either Oxford or Cambridge.

ECU. An old French silver coin, worth 6 livres.

ECUADOR.—See *Equator*.

EDGE AWAY FROM. A sailor's expression for a gradual departure or increase of distance from a coast, ship, &c. To edge in is to approach by imperceptible degrees.

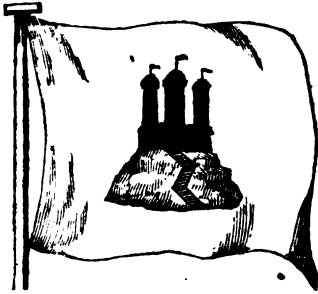
EDINBURGH. The metropolis of Scotland, and one of the finest as well as most ancient cities in the empire, is situated within 2 miles of the Frith of Forth, in 55° 57' N. lat., and 3° 10' W. long., distant from London 392 miles.



The manufactures carried on in Edinburgh at present are chiefly such as contribute to supply the wants and luxury of the inhabitants, among which may be included the making of furniture, carriages, and musical instruments; the linen manufacture, which has been long established; the manufacture

of shawls, silks and sarsenets; those of glass, marble, brass, and iron work. There are also several distilleries on a large scale, and Edinburgh has long been famous for its ale; large quantities of which are sent to London and other parts of the kingdom. Printing and bookselling also form an important feature in

the trade of Edinburgh. Edinburgh by the borough reform act of 1833 possesses a town council, consisting of thirty-one members, chosen by the qualified voters for members of parliament; a deacon conveyer, elected by the various trades, corporations, or chartered trading companies, of which there are fourteen; and a dean of guild, elected by the incorporation of guildry, or a particular part of the mechanical trades. The council elects a lord provost and four bailies, who compose the magistracy. The city returns two members to parliament. Edinburgh is chiefly supported by the legal profession, and it can by no means be considered as, at the present time, in a prosperous state. The port is Leith, two miles from the city. The flag of Edinburgh is as follows:—



EEL. A fish well known from its peculiar form and savoury flesh. Many varieties of eel have been described by naturalists; some tenants of fresh-water streams, others of the sea. Of these latter, the conger grows to a large size, and has been known to attack boys and men while bathing. Fresh-water eels, inhabiting streams with gravelly or sandy bottoms, are it is said always of a silvery whiteness on the belly, while those living in muddy parts are as generally yellowish. The London market is principally supplied from Holland by Dutch fishermen. There are two companies in Holland, having five vessels each; their vessels are built with a capacious well, in which large quantities of eels are preserved alive till wanted. One or more of these vessels may be constantly seen lying off Billingsgate; the others going to Holland for fresh supplies—each bringing a cargo of 15,000 or 20,000 lbs. weight of live eels.



Murana anguilla.—The Common Eel.

This and the salmon are the only two fish which are sold by weight in the London market. Eels pay a duty of £13 the ship's lading.

EFFECTIVE. A term used in many parts of the continent to express coin, in contradistinction to paper money. Thus bills on Vienna are generally directed to be paid in *effective*, to guard against their being paid in paper money of a depreciated value.

EFFECTS. Monies, goods, or moveables, in the hands of one person belonging to another.

Eggs. The eggs of domestic fowls forms a branch of very considerable trade between this country and Ireland, and also between England, and France and Germany. Independent of Irish eggs we imported last year from the continent no less than 90 millions; an enormous quantity, when it is remembered that these are almost exclusively for the use of London, and three or four other cities; country places being in a great degree supplied by the neighbouring farm-houses. The whole consumption of this article it is impossible to calculate. The duty is 10*d.* per 120 if from the continent; 2½*d.* if from our possessions.

EGYPT extends for about 500 miles along both banks of the Nile, and is situated at the N.E. corner of Africa. The cultivated part is confined to about 20 miles, and in some parts less, on the banks of the Nile; for as this river is the only one in Egypt, as it has no branches except at its mouth, and no tributary stream running into it throughout its whole length, the upland parts of the country are dry and parched, and the more so as rain seldom falls; hence the irrigation of the surrounding lands by the annual overflowing of the Nile is anxiously looked for, as the only assurance of a fruitful season. With this apparent uncertainty Egypt is nevertheless one of the most fruitful countries in the world. It once supplied the great Roman empire with corn, and could even now supply us, if needs were. The produce is wheat, barley, cotton, maize, millet, tobacco, indigo, flax, sugar, rice, fruits, madder, &c. The commerce of Egypt is considerable, but suffers greatly from the monopolies of the Pacha. Its trade is divided into the inland, the Red Sea trade, and the Mediterranean trade. Its chief ports, where these last two divisions of the Egyptian trade are carried on, are Suez and Alexandria, (see these places,) while the inland trade is concentrated in Cairo, the inland capital, but which is now of little comparative importance. Accounts are kept in piastres, valued at about 2½*d.* each, or 100 of them for a £ sterling. 500 piastres is a *kes* or purse, and 1000 purses a *thursak* or treasury. Egypt is an appendage to the Turkish empire, but is under the government

of a Pacha, called Capitan Pacha, whose power is nearly despotic, though he occasionally consults a council composed of his chief officers. The following is his flag :—



EGYPTIAN PEBBLE. A species of agate or jasper.

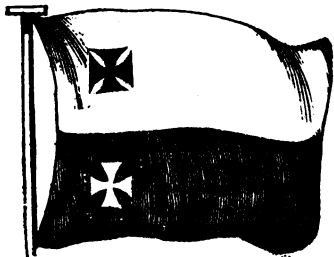
EIKING. In ship-building, a piece fitted to make good a deficiency in length, as the lower part of the supporter under the cat-head, &c.; also the piece of carved work under the lower end of the quarter piece at the aft part of the quarter gallery.

EIMER. A German wine measure, varying in different places from 12 to about 16 gallons. The eimer of Munich is only 8½ gallons.

EJECTMENT. In law, an action by which a person ousted from the possession of an estate for years, in lands or tenements, may recover that possession.

ERJOO OR INDIAN HEMP. A black fibrous substance resembling horse-hair, which forms a sort of inner bark to the sago palm, and which projects from beneath the scales of the outer bark in tufts of 5 or 6 lbs. weight. The fibres are very long, even amounting sometimes to the length of 18 inches. It is wrought into cables and boat ropes, for which it is very generally used by the Malays, and like the cocoa-nut fibre has the advantage of being almost imperishable in the water.

ELBING. A town of West Prussia, on the river Elbing, 30 miles SE. of Dantzic; long. 19° 22' E, lat. 54° 8' N. Population about 20,000. Its principal export is grain, but the town is of less importance than formerly. The following is the Elbing flag :—



ELBOW IN THE HAWSE.—See *Hawse*.

ELEMI. A resin obtained from the *Amymis elemiferi*, a tree growing in different parts of America, Turkey, &c. It is obtained by wounding the bark in dry weather, the juices being left to thicken in the sun. It is of a pale yellow color, semi-transparent, at first softish, but it hardens by keeping. Its taste is slightly bitter and warm; its smell, which is at first strong and fragrant, gradually diminishes. It used to be imported in long roundish cakes, wrapped in flag leaves, but it is now usually imported in mats and cheats.

ELEPHANT'S TEETH.—See *Ivory*.

ELL. A measure of length of different dimensions in different places. The length of goods is now measured in this country by the yard, but the term ell is still employed in designating their width. The ordinary or English ell is 5 quarters or 45 inches. The French ell = 6 quarters, and the Flemish ell = 3 quarters. The Scottish ell is but a trifle more than the English yard, or 37½ inches. The ell in Hamburg is not more than 22¼ inches; in Leipzig 22½, and in Prussia 26½ nearly.

ELM. An European timber tree, of which there are five species; the mean size of which is 44 feet long, 22 inches diameter. The heart wood is red brown, darker than oak, the sap yellowish or brownish white, with pores inclined to red; the wood is porous and cross-grained, and shrinks and twists much in drying. Elm is not liable to split, and bears the driving of nails or bolts better than any other timber, and it is extremely durable when constantly wet; it is therefore almost always used for the keels of vessels, and for wet foundations, water works, piles, pumps,



Ulmus campestris.—The Common Elm.

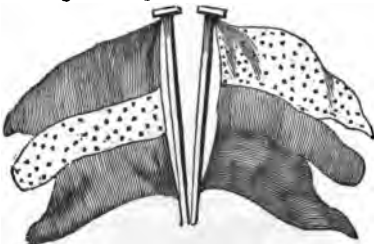
boards for coffins, &c.; and for its toughness it is selected for the naves of wheels, shells for tackle blocks, and sometimes for the gun-wales of ships, and also for many purposes of common turnery, as it bears rough usage without splitting; it is also much used by coachmakers. *Ulmus campestris* is the common small-leaved elm. *Ulmus montana* is the large-leaved or wych elm. The various species are used indifferently.

ELSINEUR OR ELSINORE. A sea-port of Denmark, on the E. coast of the island of Zealand, 22 miles north of Copenhagen. It has no harbour, but an excellent roadstead, generally crowded with vessels going up or down the Baltic, and anchoring here either to pay toll, or take in stores, the supply of which forms the chief business of the place. The aggregate number of vessels passing the castle of Elsinour yearly is as many as 10,000. The toll paid for British, French, Dutch, and Swedish vessels is 1 per cent. on the value of their cargoes, and 1½ per cent. upon the vessels of other nations. The annual amount of this toll varies from £120,000 to £150,000 sterling per annum.

EMBARGO. An arrest laid on ships or merchandize, by public authority or a prohibition of state; sometimes general to prevent all ships departing, and sometimes partial or particular, as upon foreign ships only, or to prevent their coming in.

EMBAVED. The situation of a ship when she is inclosed between two capes or promontories. It is particularly applied when the wind blowing strongly into any bay or gulf makes it extremely difficult, and perhaps impracticable, for the vessel thus inclosed to draw off from the shore, so as to weather the capes, and gain the offing.

EMBDEN. A city at the mouth of the river Ems, in the principality of East Friesland, the first commercial city of Hanover. It is a free port, has a good harbour, and a safe roadstead; but is not of very considerable trade, except in herrings. The following are the ensigns or flags of Embden:—



EMBOUCHURE. The mouth of a river or other stream of water.

EMBRACERY. In law, the offence of endeavouring to corrupt or influence a jury, punishable by fine and imprisonment.

EMBROIDERY. Silks, shawls, ribbons, or other articles, ornamented with devices of flowers, &c., worked on them with a needle. Embroidered articles imported pay a duty of 20 per cent.

EMERALD. A mineral of a beautiful green color, used for ornamental jewellery. The finest are obtained from Peru.

EMERY. A very hard mineral, of blackish or bluish grey color, chiefly found in shapeless masses, and mixed with other minerals. The best emery is brought from the Levant, and chiefly from Naxos and other islands of the Grecian Archipelago. It is also found in some parts of Spain, and is obtained from a few of the iron mines in Great Britain. In hardness it is nearly equal to adamantine spar, and this property has rendered it an object of great request in different arts. It is employed by lapidaries in the cutting and polishing of precious stones, by opticians in smoothing the surface of the finer kinds of lenses, preparatory to their being polished, by cutlers and other manufacturers of steel instruments, by masons in the polishing of marble, and for various purposes of their respective trades by locksmiths, glaziers, and other artisans. For all these purposes it is pulverized in large iron mortars or in steel mills; and the powder which is rough and sharp is carefully washed, and sorted into five or six different degrees of fineness, according to the description of work in which it is to be employed.

EMIGRATION. Migration is the movement of an individual or a number of people from one place of residence to another; emigration their abandonment of their former home; immigration, (a word of modern coinage,) their settlement in their new one. Emigration is in modern times chiefly regarded in the light of relieving a country from the excess of its population. The following table, showing the number of emigrants for some of the later years, is from the "Journal of the London Statistical Society:—"

1825	14,691	1833	62,597
1826	20,900	1834	76,222
1827	28,000	1835	44,478
1828	26,092	1836	75,417
1829	31,198	1837	72,634
1830	56,907		
1831	83,160		
1832	103,140	In all	694,969

Of these there went in 1837—

29,884	to the North-American Colonies.
36,770	" United States.
326	" Cape of Good Hope.
5,054	" Australian Colonies.

ENAMEL. A semi-transparent or opaque glass. Common glass fused with oxyde of tin is converted into enamel; it is often variously colored. There is a duty levied upon enamel of 2s. per lb., but an extremely small quantity is imported.

END ON, is when a ship advances to a shore, rock, &c., without any apparent possibility of preventing her, she is said *to go end on for the shore*.

ENDORSEMENT. Writing on the back of any instrument.

ENDOWMENT. In life assurance, is a term applied to the assurance of a capital sum, or survivorship of time.

ENGLAND, including Wales, is the southern portion of the British empire, and is at once the largest, most fertile, the richest, and most important portion of the United Kingdom. In form England is somewhat triangular; its eastern side being about 345 miles, its southern side 340, and its western 425 miles. The superficial area of England and Wales has been estimated at 37,784,400 acres, of which about 11,000,000 are cultivated. It is divided into six circuits and forty counties. The surface is of a diversified character, the eastern districts are in general level, the western rocky and mountainous, while the inland parts take either character. It is well intersected with navigable rivers, particularly by the Humber, Severn, and Thames, and their respective tributaries. Canals, railroads, and an excellent system of road-making and paving assist, and it may be truly said have perfected our internal communication and traffic; and which is superior in efficacy, safety, and dispatch to those of every country in the world. The soil and production of England are no less varied than important. Minerals, particularly excellent coal, slate, clay, gypsum, limestone, the useful metals of iron, tin, lead, zinc, and others, are in abundance in certain districts. Dangerous animals of prey are unknown in its forests. Its native trees and flowers are of national importance; the English oak is deservedly celebrated. The fine pastures, rich uplands, and extensive downs, produce the finest cattle and sheep in the world; and by the skill of its horticulturists, the largest crops, and the finest fruit and vegetables. The ports around the coast are many. Plymouth, Torbay, Portsmouth, Southampton, Dover, Ramsgate, London, Yarmouth, Hull, Whitehaven, Bristol and Liverpool, are but a few of the largest. The manufacturing towns are chiefly in the north and midland counties, particularly in Yorkshire, Lancashire, Staffordshire, Warwickshire and Bedfordshire. While other counties as Kent, Surrey, Devonshire, Cheshire, &c., are justly celebrated for the extent of their agricultural produce. Other details of the productive industry of this our country, with the government of the whole, will be found under *Britain* and *London*.

ENSIGN. A large flag or banner, hoisted on a long pole over the poop, and called the *ensign staff*. The *ensign* is used to distinguish the ships of different nations from each other,

and also to characterize the different squadrons of the navy. The British *ensign* in ships of war is known by a double cross upon a field which is either white, red, or blue, as shown under the word *Admiral*. While this kind of flag distinguishes the various squadrons of the British navy, a different one, commonly called the *union jack*, is used as a national characteristic. It is as follows:—



The *ensign* hoisted with the upper corner downwards is the signal of distress.

ENTERING PORT. A large port cut down on the middle gun deck of a ship of three decks, to serve as a door for persons coming in or going out of the ship.

ENTERING ROPES. Two ropes hanging from the upper part of a ship's side, on the right and left of the ladder or steps leading up to the gangway.

ENTRANCE. A name frequently given to the foremost part of the ship under the surface of the sea.

ENTREPOT. This is the same in France as bonded warehouse is with us, namely, a place where goods may be deposited, only paying duty when they are withdrawn from the *entrepot* for home consumption.

ENVOYS, ORDINARY AND EXTRAORDINARY, belong to the second order of diplomatic ministers. They are inferior in rank to ambassadors, properly so called; the chief difference between them being that the latter are held to represent the interests of their sovereign as agents, the former his person and authority. None but ambassadors can claim the title of *Excellency*, but it is given by courtesy to envoys also. Letters are addressed as follows; the first line depending upon the real title of the individual, whether noble or not:—

*"To the Hon. Lord Howard de Walden,
H. B. M. Envoy Extraordinary
and Minister Plenipotentiary
to the Court of Portugal."*

The British ministers resident in the United States, and at the courts of Brazil and Denmark, are styled only *Envoy Extraordinary*;

while those at the following places have also the title of Minister Plenipotentiary; Bavaria, Germanic Confederation, Hanover, Netherlands, Portugal, Prussia, Sardinia, Two Sicilies, Spain, and Sweden.

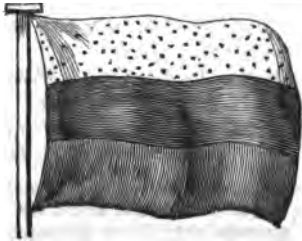
EQUATION OF PAYMENTS. When several sums of money are due at different periods from one person to another, and the debtor desire to pay them all at one time, it is necessary to ascertain the just sum to be paid, so that the receiver shall not lose his proper interest, nor the payer unjustly gain it, the time is *equated*; that is, a mean time is discovered which shall be just to both parties. For this purpose the following rule is given:—Multiply each sum by the time left till it is due, then divide the sum of these products by the total debt, the quotient will be the time when the whole money is to be paid. For example, A is to pay B £100 in two months; £200 in three months; £400 in four months; and £500 in five months. At what time should the whole be paid, if paid in one sum.

£100 × 2 =	200
200 × 3 =	600
400 × 4 =	1600
500 × 5 =	3000
1200	5400

Ans.... 4½ months.

That is, the just interest for an extension of time being added to the three first amounts will exactly balance the interest taken away from the last amount, that being paid before it is otherwise due.

EQUATOR, ECUADOR, OR QUITO. This state, comprising the SW. part of the former republic of Colombia, is situated on the W. coast of S. America, between New Granada and Peru, and extends from 6° 30' S. to 2° N. lat., and from 70 to 81° W. long. Its capital, Quito, is one of the best built cities of America, and Guayaquil one of the best ports. The government, commerce, and productions, are for the most part the same as those of Caracas and Columbia already described. Guayaquil is a good ship-building port, and although the town is unhealthy and ill supplied with water, yet here is concen-



trated the chief trade of the whole republic of Ecuador. The export is chiefly cacao, and the imports British manufactured goods; both exports and imports amounting to about the same sum annually, namely £220,000. The flag of Equator is represented in the cut.

ERMINE. A species of stoat, differing from the common weasel in being about one-third larger, and in having a somewhat broader head and a longer tail. In the summer season the upper part of the head, neck, and body, and the greater part of the tail, are of a reddish brown color; the under parts white, with a very slight tinge of yellow; tip of the tail black, and somewhat bushy. In the winter, the whole of the body becomes white, slightly tinged with yellow, but the black termination of the tail is permanent. The fur is closer and finer at this season, especially in the colder latitudes, from which countries the ermine affords one of the most beautiful and valuable of furs. When made up, the tails are inserted one to each skin, at regular distances, and in the quincunx order; and thus arranged the ermine fur forms the distinctive character of the state robes of sovereigns and nobles, as well as of their crowns and coronets. Undressed ermine skins bear a duty of 6d. or 3d. the dozen, and dressed of 2s. or 1s. About 40,000 skins are imported annually.

ERRORS EXCEPTED. A term of frequent use by merchants on the transmission of any general account, and inserted at the close of it, or the letters E.E. instead thereof. The meaning is, that if in the account thus rendered any errors should afterwards be discovered, the party will be at liberty to amend it.

ESCALIN. A Dutch and Flemish silver coin, worth about 6d. sterling.

ESCHEN. A division of the gold and silver weight in Hamburg; 544 eschens = 1 lb. troy.

ESCRUPULO. A gold and silver weight in Portugal.

ESCUDO.—See *Scudo*.

ESSENCE. A mixture of essential oil with alcohol forms most of the fragrant essences. The term is also applied to a strong concentrated solution of a sap or vegetable extract, as the essence of spruce. An essential oil, if very thin and limpid, is sometimes called an essence, as the essence of lemon, orange, &c.

ESSENCE D'ORIENT. A term applied to a pearly-looking matter found principally at the base of the scales of the *bleak*, a small fish of the carp family. It is used to line the interior of glass bubbles or beads, and in the manufacture of artificial pearls.

ESSENTIAL OILS OR VOLATILE OILS. Those oily substances which are obtained by the distillation of vegetables; the term being used in opposition to fixed or expressed oils, which are those procured by pressure only.

The essential oils have mostly a strong and agreeable scent and flavor; hence are used by the spirit distiller as flavouring matters for his compound spirits; by the chemist for their stimulating properties as given out to water, and hence called simple waters; by the perfumer as essences wherewith to scent soaps, cosmetics, and other articles of perfumery; and by the cook and confectioner as convenient ingredients to communicate a required taste to lozenges, pastry, &c. The principal essential oils known in commerce are those of cloves, carraway, lavender, mint, peppermint, spike, cassia, bergamot, lemon, thyme, otto of roses, &c. The first of these is subject to a duty of 4s. per lb.; the next five of 2s. per lb.; the rest named, as well as all other sorts, of 1s. per lb. Many of the essential oils are adulterated with olive oil or with alcohol; the latter, although it diminishes their strength, does not otherwise injure their quality; this is only to be detected by the specific gravity of the pure oil, as compared with the mixture under examination. The detection of olive or other fixed oil is more easy; all that is requisite being to put a drop of the suspected oil on a piece of white paper, hold it to the fire, when if the essential oil be pure, the whole will evaporate and leave no stain behind.

ESTABLISHMENT OF THE PORT. A term used by writers on the tides to denote the interval between the time of high water at any given port, and time of the moon's transit immediately preceding the time of high water, when the moon is new or full. This interval is influenced by local circumstances, and consequently different at different places.

ESTADOL. A measure of length in Spain = 12 Spanish feet.

ETAFETTE. A term used in all the countries in Europe to signify an express; not a personal express as by a courier, but letters or documents sent by postillions, or other conveyance hired for the purpose.

ESTELIN OR ENGELS. A weight used in the Netherlands for gold and silver = about $\frac{3}{8}$ of an ounce troy.

ESTREAT. In law, the extract, copy, or note of some original writing or record, and especially of fines entered on the rolls of the court, to be levied by its bailiff or other officer. Provision is made for the due return, estreating and levying of fines, &c., in the superior and other courts by 3 and 4 Will. IV, c 99.

ESTRICH. The fine soft down which lies immediately under the feathers of the ostrich. The finer kind is occasionally used as a substitute for beaver in hats, the coarser sometimes woven into a kind of cloth, and used for beds.

EUROPE. This, the smallest of the great divisions of our globe, is distinguished from

the rest by the character of its population, the superior cultivation of the soil, and the flourishing condition of arts, sciences, industry, and commerce; the multitude of large and well-built cities, and its power and influence over the other parts of the world. It is washed on three sides by the sea, and on the fourth, namely, the eastern, it is bounded by Asia; an imaginary line only separating them. The northern countries are extremely cold, and of scanty vegetation; the southern regions of luxuriant fertility, and of that delightful position and climate as to have all the advantages of the temperate and the torrid zones, between which the south of Europe is situated. Varieties of climate are also produced by the different altitudes of its surface. The north is an extensive flat. The Alps, Appennines, and Carpathians in the centre, break the general surface into the most diversified form, while more south, the sinuosities of the Mediterranean, its numerous rocky islands and coasts, aided by a warmer latitude, give a third character to the prospect. The countries of most importance, reckoning from north to south, are Russia, Norway, Sweden, Denmark, Prussia, Austria, the various German States, Holland, Belgium, Switzerland, Great Britain, France, Spain, Portugal, the various Italian States, Greece, and Turkey. The whole population of which has been calculated at 200 millions. The productions of Europe are not so varied as those of either America or Asia, and even many of our present staple articles have a foreign origin, as wheat, potatoes, rice, tobacco, &c. Yet such is the invention, enterprise, industry, and general intelligence of the inhabitants, that this part of the world is by far the most generally engaged in commerce, the most liberal patrons of learning, and the greatest encouragers of commerce and manufactures. Here all the great inventions of the world have been first suggested and carried out; and here is the fount of literature and refinement, of education and religion.

EVEN KEEL, implies an even position of a ship on the water; thus a ship is said to swim upon an even keel when she has the same draught of water forward as abaft.

EXCHANGE. A place of resort in many considerable cities, wherein the merchants, agents, bankers, brokers, and other persons concerned in commerce, meet at certain times to confer and treat together of matters relating to exchanges, remittances, payments, adventures, assurances, freights, and indeed generally of all commercial negotiations on a great scale. The exchanges both of Liverpool and London are noble buildings; the latter is now in the course of erection only; it is from the design of Mr. Tite, and is estimated to cost £150,000.



Royal Exchange, London.

EXCHANGE BROKER. A person whose business consists in negotiating foreign bills of exchange. This business is transacted on change, and twice a week the rate of the different exchanges is fixed by the principal brokers, which forms the standard of every negotiation.

EXCHANGE OF MONEY, is the finding how much money of one country is equivalent in value to the money of another. This is either fixed and certain, or fluctuating and dependant upon circumstances. The coin of England varying very little, is not subject to a fluctuating value, except inasmuch as bullion, or gold and silver itself varies in price according to its abundance or scarcity in the market; and as the coin of one country is but bullion or metal in another, even English coin is subject to some little variation. The coin of other countries is not only subject to the same effect of variation, but also on account of its purity, the demand for it, the credit it bears, its convenience, and numerous other causes; for in every market of the commercial world money is sold like every other commodity. Money then has a price independent of its circulating value, and this price for the time current is called the *course* of exchange; thus we may say that the course of exchange between London and Paris is 24 francs 7 centimes per £1 sterling; therefore a person changing a sovereign would get so much only for it. In this case the course of exchange is 5 per cent. against London, for the changer ought to have 25 francs, 34 centimes, which is the exact value of the sovereign in French money, and which is therefore called the *par* of exchange. If the course of exchange rises to this amount the money of the two countries would be said to be *at par*. If the course of exchange rises above this; as, for example, to 26 francs, 62 centimes, the changer of English money into French would be the gainer of 5 per cent. Owing to the natural desire of gaining by this state of things, we find our gold coin sometimes exported in large quantities abroad when the exchanges are in our favor, and brought back again when they turn against us. Arbitration of exchange is the

method of finding such a rate of exchange between any two places, as shall be in proportion to the rates assigned between each of them and a third place. Suppose a bill of exchange be accepted in London, and it shall pass to Hamburg, and afterwards to France; when it becomes due, the course of exchange not merely between France and England is to be considered, but between France and Hamburg, and then between Hamburg and London. Not that money would pass, nor yet the bill either, this long round; but bills are negotiable, and consequently exchangeable at all times in the money market; hence a person owing a debt in Hamburg would purchase a bill of exchange of Hamburg, and the value of that bill will depend upon the course of exchange.

EXCHEQUER BILLS. Bills of credit issued by authority of parliament. They are for various sums, and bear interest (generally from 1½d. to 2½d. per diem for £100) according to the usual rate at the time. The advances of the bank to government are made upon exchequer bills, and the daily transactions between the bank and government are principally carried on through their intervention. Notice of the time at which outstanding exchequer bills are to be paid off is given by public advertisement. Exchequer bills were first issued in 1696, and have been issued every year since. There are between 20 and 30 million pounds in exchequer bills always in circulation.

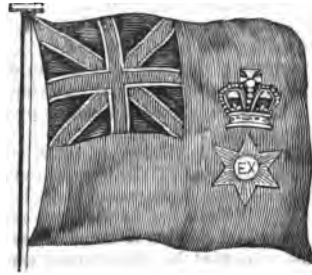
EXCHEQUER CHAMBER, COURT OF, was instituted by 1 Will. IV. c 70; the proper tribunal for the trial of writs of error from the three superior courts, which before was only partially the case. Appeal from this court lies in the house of lords.

EXCHEQUER, COURT OF, was originally established for the recovery of the king's debts and ordinary revenues of the crown. It has exclusive jurisdiction in cases in which the revenue is concerned, whether personal actions, or informations filed under the various revenue acts. It has also an equitable jurisdiction, exclusive with respect to matters connected with the revenue, concurrent with the court of chancery in civil suits. The chief and four puisné or younger judges of the exchequer are called barons.

EXCISE. An imposition or charge upon a variety of articles of home manufacture, and for home consumption, called therefore exciseable articles. These are beer, cider, beet root sugar, bricks, coffee, tea, cocoa, chocolate, pepper, glass, hops, malt, paper, soap, spirits, sugar, sweets, tobacco and snuff, vinegar, and wine. To insure the proper collection of the duty, each maker or dealer is required to take out a licence, at a certain stipulated price, to make entry of his premises, and thus to throw himself and the

manufacture under the surveillance of the excise establishment. There are many other duties levied by the excise which do not relate to manufactures, but to general licences, &c.; thus the auctioneer, and the master of a passage boat require each an excise licence; also the mileage duty upon post horses, and upon auction sales. The establishment for collecting and managing the excise duties consists of a board of commissioners, and a great number of officers acting under them. The board of excise consists of seven commissioners, who sit and act officially at the Excise Office, Old Broad Street, London. Their power extends to the whole of the United Kingdom. The surveying department, the most important branch of the excise establishment, consists of a body of officers of different ranks and classes, but all of them either in, or having been raised from the lowest class; it being a distinguishing feature of this department that no one is eligible for a higher station, unless and until he has passed through the subordinate ones. The first appointment of a person intended for the surveying department is called an *order for instructions*, given on the nomination of the lords of the treasury or the commissioners; the patronage being divided between them. The person appointed is then instructed by an approved officer, and when his instruction is completed he becomes an *expectant*, and does duty for officers who are ill. When a vacancy occurs he becomes an *assistant* or *supernumerary*. The duty of an assistant is to watch the operations of a single trader, where the presence of an officer is always necessary. A supernumerary attends the collector on his rounds, carries the papers, books, &c. The next grade is a *surveyor*, who attends the traders subject to excise survey, and notes and registers their operations. After nine years service he becomes eligible for an *examiner*, whose duties are to examine the books of inferior officers; they also officiate for supervisors who are ill. This last officer, the *supervisor*, has the charge of a district to act as a general check upon his officers, &c. After five years in this department he is eligible as a *collector*, and also as a *general examiner*. England and Wales is divided by the excise into fifty-six great parts, called *collections*; Scotland into sixteen; and Ireland into twenty-one. Each collection is divided into districts, usually six or seven; each district is again divided into rides or foot-walks, or divisions; the former including a portion of country never exceeding twenty miles, the latter comprehending a greater circuit. For particulars and regulations relative to each article which is subject to excise duty, or the trader in it, see its name, or that of its dealer, as *Beer*, *Brewer*, *Spirits*, *Distiller*, &c.—For further

particulars, see *Bateman's Excise Officer's Guide*. The following is the flag of the excise department:—



EXECUTION. In law, the completing or finishing of some act, as of judgment, deed, &c.; and it usually signifies the obtaining possession of anything recovered by judgment of law.

EXECUTOR. A person appointed by a testator to carry into execution his will and testament after his decease. The mode of appointing an executor is by naming him expressly in the will, but any words indicating an intention of the testator to appoint an executor will be deemed a sufficient appointment. Any person capable of making a will is also capable of being an executor, and sometimes other persons also, as a married woman for example. The first duty of an executor is to bury the deceased in a suitable manner. The next duty is to prove the will. If he should neglect to do this for six months, he forfeits £50; or if he should refuse to act at all, he forfeits every legacy left to him in that will. When an executor has once taken upon himself the office, he cannot retract. Should he die before probate or proving the will, another person may be appointed as administrator. Should he die after probate, his own executor becomes executor to the former will. Should he become bankrupt, the court of chancery appoints a receiver of the testator's effects, as it will upon the application of a creditor, if he appear to be wasting the assets. Upon proving the will, the original is deposited in the registry of the ordinary, (in London at Doctors' Commons,) by whom a copy is made upon parchment under his seal, and delivered to the executor or administrator, together with a certificate of its having been proved before him; this is called the *probate*. An executor is personally responsible for the due discharge of his duty. He has also the same remedy for recovering debts, as the deceased would have if living.

EXEMPLIFICATION OF PATENTS, is a duplicate or copy of any letters patent, made from the enrolment thereof, and sealed with the great seal of England. Such exemplifications are as effectual as the originals.

EXIGENT. A writ which lies in a personal action or indictment, where the defendant cannot be found. The writ is directed to the sheriff, to proclaim the absent party on five consecutive court days, and if he do not answer on the fifth he is outlawed.

EXIGENTERS. Four officers in the court of common pleas who make all exigents and proclamations, in all actions where process of outlawry lies.

EX-OFFICIO. Any act done by an officer either in prosecution of the general duty of his office, or in executing some special duty imposed by it, is said to be done *ex-officio*. An *ex-officio* information is one at the suit of the monarch, filed by the attorney general without applying to a court for leave.

EX-PARTE. On one side only; a commission *ex-parte* in chancery is that which is taken out and executed by one side or party only, on the other party neglecting or refusing to join.

EXPECTATION OF LIFE. The probable number of years which a person may expect to live. This is calculated by taking the whole number of deaths in a country or district for a long period, and also the aggregate of the ages of the persons dying. The division of one by the other will give the general average of human life in that place. By commencing our calculations at a certain age of the parties, say from 20 years and upwards, the average expectation of life for a person of 20 is in like manner found, and so on for other ages. The following is a table calculated for London:—

Age.	Expec.	Age.	Expec.	Age.	Expec.	Age.	Expec.
1	27.0	21	28.3	41	19.2	61	12.0
2	32.0	22	27.7	42	18.8	62	11.6
3	34.0	23	27.2	43	18.5	63	11.2
4	35.0	24	26.6	44	18.1	64	10.8
5	36.0	25	26.1	45	17.8	65	10.5
6	36.0	26	25.6	46	17.4	66	10.1
7	35.8	27	25.1	47	17.0	67	9.8
8	35.6	28	24.6	48	16.7	68	9.4
9	35.2	29	24.1	49	16.3	69	9.1
10	34.8	30	23.6	50	16.0	70	8.8
11	34.3	31	23.1	51	15.6	71	8.4
12	33.7	32	22.7	52	15.2	72	8.1
13	33.1	33	22.3	53	14.9	73	7.8
14	32.5	34	21.9	54	14.5	74	7.5
15	31.9	35	21.5	55	14.2	75	7.2
16	31.3	36	21.1	56	13.8	76	6.8
17	30.7	37	20.7	57	13.4	77	6.4
18	30.1	38	20.3	58	13.1	78	6.0
19	29.5	39	19.9	59	12.7	79	5.5
20	28.9	40	19.6	60	12.4	80	5.0

From this table the expectation of life at

any age is found by inspection; thus, a person of 20 years of age has an expectation of living 28.9 years, and in the same manner may be found the expectation of any other age. It is evident that tables of this kind offer but little real information upon such an intricate subject, as the employment of the individual, his constitution, habit of life, and casualties, must influence in a very great degree the length of life of the individual. Still it is from tables such as these that the value of life annuities and life assurances is calculated, and as in the latter case assurance offices only accept the more healthy, and those whose lives are as little subject to casualties as possible, it is evident that they are the most likely to outlive the expected time; and as they continue to pay every year during their life, the office obtains so many additional yearly premiums to those which in fairness they are entitled to claim.

EXPORTATION. The act of sending goods out of one country into another. In modern times it has been the principal object of commercial policy to encourage exportation, except with respect to a few particular articles. The export of manufactured goods has been promoted with a view of encouraging the internal industry of the country, and the export of foreign produce as a means of drawing wealth from other countries by the profits of the carrying trade. The excess of the value of the goods exported, beyond that of the imports, has usually been considered as a criterion of the profits which a country derives from foreign trade; but this is a very fallacious mode of determining a point of great importance, as an advantageous foreign trade might long exist, even if the imports constantly exceeded the value of the exports.

EXTENT, WRIT OF. An execution at the suit of the crown, which not only entitles the crown to seize the body, lands, and goods of the debtor, but also his debts and money. Thus it can be sued out not merely against the debtor himself, but against the debtor of its debtor, even to the third degree. Even all the goods a person may have in trust are also seizable.

EXTRACT. The brown thick substance which remains when the liquid portion of vegetable decoctions has been evaporated from them.

EYE. A general name for any orifice, loop, or collar, as the eye of a block strap, the eye of a sail, an eye bolt, &c.



THE sixth letter of our language, is used in several commercial contractions; thus, it is often put for *Folio* or page; *Fiat*, let it be done; *Fecit*, he has done it; *F.* or *qrs.* Farthings, &c. *F. C.* indicates *Foreign Countries*.

Fo. *Folio*. *Fl.* *Florin*. *Fr.* *Franc*. On French coins, *F.* means the mint of Angers; on Prussian coins, of Magdeburg; on Austrian, of Halle in the Tyrol.

FACE PIERCE. In ship-building, a piece of wood wrought on the fore part of the knee of the head, to assist the conversion of the main piece, and to shorten the upper bolts of the knee of the head.

FACTORAGE.—See *Commission*.

FACTOR. FACTORIES. A factor, in arithmetic, is any number which is multiplied by another: thus, 7 and 4 are factors of 28. In commerce, a factor is an agent employed by merchants residing in other places to buy and sell, and to negotiate bills of exchange, or to transact other business on their account, for which they receive a commission or factorage. (See *Agents*). Establishments for trade in different parts of the world, and generally where the British consul resides, are called *factories*; thus we have factories of this description in China, Turkey, Portugal, Russia, &c. In England a factory is any manufacturing establishment, particularly those in which a great number of hands are kept, and where machinery is extensively used. The number of factories in Great Britain in 1835, when the last return of them was made, was 3,236, of which there were appropriated to the manufacture of cotton 1,304; wool 1,322; silk 263, and flax 347. The whole number of persons employed in them was 355,373, of which more than half were females. The larger proportion of the whole being children and young persons. Examination as to the state of the factories having taken place, and the labor imposed upon those of tender age having been found too excessive, a bill for the regulation of factories was passed in 3 and 4 Will. IV, (1833) by which it is enacted that no person under 18 years of age shall be allowed to work between $\frac{1}{2}$ -past 8 P.M. and $5\frac{1}{2}$ A.M., except in certain cases specified. That no person under 18 shall be employed more than twelve hours in one day nor more than sixty-nine hours in one week. There shall be allowed in the course of every day, not less than $1\frac{1}{2}$ hours for meals to every person restricted to the performance of twelve hours work. No child, except in silk mills, shall be employed who shall not be 9 years old, nor for more than forty-eight hours in any one week, nor more than nine hours in any day, who shall not be 13 years old. Young persons whose hours of work are regulated shall be entitled

to Christmas day and Good Friday as entire holidays, and not fewer than eight half-holidays in every year. Children whose work is restricted to nine hours a day are not to be employed without a medical certificate, countersigned by some inspector or justice that they are of the ordinary strength. A certificate of age is also required from young persons between 13 and 18. Inspectors are appointed to enforce the regulations of the act, and the attendance at school of at least two hours daily out of six days in the week of the children employed, from whose weekly earnings $1d.$ out of every shilling for schooling may be made. The interior walls of every factory or mill to be limewashed once a year. A copy or abstract of the act to be hung up in a conspicuous part of every mill.

FAGOT OR FAGGOT OF STEEL. A quantity of steel in bars weighing 120 lbs.

FAIENCE. The same as Delph ware.

FAILURE. A common term for bankruptcy.

FAINTS. The impure spirit which runs the last from a still.

FAIR. A kind of market granted to a town, by privilege, for the more speedy and commodious buying and selling, or providing such things as the place stands in need of. The most important fairs now held are those of Germany, particularly the Leipsic fairs, and those of Brussels and Frankfurt on the Maine. The most important trading fairs of England are those of Stourbridge in Worcestershire, Bristol, Exeter December fair for cattle, horses and commodities. Weyhill for sheep. St. Faith's near Norwich, which is the principal English fair for Scotch cattle. Market Harborough, Ormskirk and Carlisle also for Scotch cattle. Ipswich, August fair for lambs, September fair for butter and cheese. Westborough Hill in Dorset, for west country manufactures as kerseys, druggets, &c. Woodstock October fair for cheese. Horncastle, Lincolnshire, the greatest horse fair in the kingdom. Howden in Yorkshire, also for horses. Devizes for sheep, cattle and cheese; and Woodbridge Lady-day fair for Suffolk horses. A great part of the commerce of Germany, Russia, and Austria is carried on by means of the fairs, which in some places last two or three weeks, and at which the whole trading community of the country is assembled.

FAKE. One of the circles or windings of a cable or hawser, as it lies disposed in the coil. The fakes are greater or smaller in proportion to the extent of space which a cable is allowed to occupy where it lies.

FALL OF A TACKLE. The loose of a tackle, or that part upon which it is pulled, to produce the desired effect. To *fall astern*, is to retreat with the stern foremost; it is also spoken of two ships falling together; if one goes faster than the other, the latter is said to

fall astern. To *fall calm*, when speaking of the weather, implies a state of rest from a total cessation of the wind. (*Cat-fall*, see *Cat*.) To *fall down*, to sail or be conducted from any part of a river to some other part nearer to the mouth or opening. To *fall in with* a ship is to meet her, or to discover her when off the land. *Fall not off*, the command to the steersman to keep the ship near the wind. *Falling off*, the movement or direction of a ship's head to leeward of the point, whither it was lately directed, particularly when she sails near the wind or lies by. When a ship is undersail, and does not keep so near the wind as she ought to do, it is said she *falls off*.

FALMOUTH. A sea-port and the largest town in Cornwall, with an excellent harbour, communicating with a number of navigable creeks, and forming a place of considerable traffic. It is the station for packets to the south of Europe and America. W. Lon. 5.2 N. Lat. 50.8.

FALSE KEEL OF A SHIP, is composed of several pieces of timber, and fitted under the main keel to preserve it from friction, and to make the ship hold a better wind. The false keel is generally formed of elm.

FALSE POST. A piece of timber fixed on the aft part of the stern post, to make good a deficiency therein.

FANAM. A silver coin of the East Indies, of different value at different places. At Bombay it is worth nearly 5d. At Pondicherry scarcely more than 3d.

FANEGA. A corn measure of Spain, equivalent to $1\frac{1}{4}$ imperial bushel.

FANEGADA. A Spanish measure for land, equal to about 1 acre, or $10\frac{1}{2}$ poles English.

FANG.—See *Vang*.

FARTHING. The fourth part of a penny, originally the fourth thing, or the fourth in the integer 1 penny, therefore written like a fraction thus $\frac{1}{4}$.

FAST BOAT. A river boat of the Chinese, represented beneath:—



FASHION PIECES. The aftmost or hinder

timbers of a ship, which terminate the breadth, and form the shape of the stern; they are united to the sternpost, and to the extremity of the wing transom by a rabbet, and a number of strong nails or spikes driven from without.

FATHOM. A measure of length, equal to 2 yards or 6 feet. It is used chiefly in ascertaining the length of cables and other thick cordage, the depth of the sea, mines, wells, &c.

FAUX. A Swiss land measure, equal to 7,855 English square yards.

FAY, TO. In ship-building, to fit any two pieces of wood so as to join close together. The plank is said to *fay to* the timbers when it bears or lies close to them all.

FELLOWSHIP OR PARTNERSHIP. In arithmetic, a rule whereby a sum of money may be divided into a certain number of parts, which have the same proportion to each other as the stock or sums from which that money has been gained or has arisen; it is either simple or compound. By simple fellowship time is not considered; in compound fellowship this forms a most essential datum. The two following questions will show the nature of the rule:—Three partners join in an adventure. A subscribes £10, B £20, and C £30; they gain £6 by it: What is each man's profit? This will evidently be in proportion to his contribution, and as he contributed £10 out of £60, or $\frac{1}{6}$ part, so his profit will be $\frac{1}{6}$, or £1; B's profit will be £2; C's £3. The rule and its illustration would be therefore as follows. Find the joint stock; then say as the joint stock is to the joint or whole gain or loss, so is each man's stock to his share of the gain or loss, as follows:—

$$\begin{array}{l} 10 + 20 + 30 = £60. \\ 60 : 6 :: 10 : £1..A's\ gain. \\ 60 : 6 :: 20 : 2..B's\ gain. \\ 60 : 6 :: 30 : 3..C's\ gain. \end{array}$$

Adding together the respective answers, and comparing the sum with the second term, with which it ought to agree, it shows the correctness of the whole work. Compound fellowship is when the contributions are made at various periods, or are altered by increasing or diminishing them during the adventure. Suppose A contribute the £10 before alluded to for six months, and B withdrew his at three months; it is evident that although his amount is £20, instead of £10, yet he would be entitled to no more profit, because A's money being in the concern twice as long as B's, it becomes equivalent to B's double amount, and their profit then is equal. The working of sums in compound fellowship therefore differs from those in single fellowship in finding the joint stock, to do which in this case each man's stock is to be multiplied into the time it is held;

FEA

the produce is then to be used as if it were the original contribution.

FEARNOUGHT. A peculiar kind of thick woollen stuff, made for sailor's jackets, for lining the port-holes of ships, &c.

FEATHERS. BED FEATHERS. (*Plumes, Plumes à lit. Fr. Federn, Bettfedern Ger. Bedveern Du. Piume Ital. Plumas Spa.*) These well-known articles form a very considerable article of commerce, particularly those of the ostrich, swan, heron, peacock, goose, and poultry; some for plumes and ornaments for the head; others filling of beds, quilts, &c. The country parts of England produce immense quantities of bed feathers, but not enough for the ordinary demand; hence large quantities are imported, particularly from Hudson's Bay and Dantsic. The feathers of Ireland are mostly inferior. (See *Ostrich, Swan, &c.*) The feathers for beds when imported pay a duty of £1 per cwt. if from foreign countries; 10s. if from our own possessions. The duty until 1842 was as much as £2 4s. per cwt., at which rate the duty realised from this source was £3690. Feathers not enumerated, if dressed, are subjected to an *ad valorem* duty of 10 per cent.; if undressed, of 5 per cent.

FEDERAL GOVERNMENT. A government formed by the union of several sovereign states, each surrendering a portion of its power to the central authority.

FEE SIMPLE. An estate freehold of inheritance in lands, tenements, or hereditaments.

FELTING. The process by which different kinds of fur or wool are blended into a compact texture for the manufacture of hats. The anatomical peculiarities of the different hairs or furs are much concerned in the perfection of the felt; they must be such as to enable them to interlace and intertwine with each other. Hare and rabbit fur, wool, and beaver, are the chief materials used; they are mixed in proper proportions, and are tossed about by the strokes of a vibrating string or bow till they become duly matted.

FELUCCA. A small vessel or boat used in the Mediterranean, which is navigated by three or four pair of oars.

FEND. In sea language, imports the same as defend, as *fend the boat*, that is, prevent its striking against any thing that might endanger it.

FENDERS. Certain pieces or wads of old cable, timber, or other materials, hung over the side of a vessel to prevent it from striking or rubbing against a wharf or quay, as also to preserve a smaller vessel from being damaged by a larger one.

FERDING. A money of account at Riga; 80 ferdings making a rix-dollar.

FERMENT. Any body which being applied to another produces fermentation.

FER

FERNAMBUCO WOOD.—See *Pernambuco*.

FERRER. A kind of thick tape or very narrow ribbon, made sometimes of silk; at others of worsted. It is used chiefly for binding shoes and various articles of dress.

FERRULE. The small iron ring, fastened at the end of booms, yards, &c., is so called.

FERRY. A narrow part of a river, where passengers are conveyed from one side to the other in a boat; hence called a ferry boat.



Steam boats are also sometimes used as ferry boats, particularly if between two populous districts. There is a ferry of this description between the Lancashire and Cheshire side of the Mersey at Liverpool.

FETCH. To attain, as we shall fetch to windward of the light-house this tack. *To fetch way*, is to be shaken or agitated from one side to another. It is usually applied to a mast, bowsprit, &c., when it is not sufficiently wedged; it is also said of a cask, box, or such body as moves by the rocking of the ship at sea, as not being well secured or inclosed.

FIAT OF BANKRUPTCY.—See *Bankruptcy*.

FID OR MAST FID. A square bar of wood or iron, with a shoulder at one end. It is used to support the weight of the topmast, when erected at the head of the lower mast, by passing through a mortise or hole at the lower end of the former, and resting its ends on the trestle trees, which are sustained by the head of the latter. The fid therefore must be withdrawn every time the topmast is lowered. The top-gallant mast is retained at the top of the topmast in the same manner. A *splicing fid* is a large pin, made of lignum vitæ or iron, tapering to a point, and used for splicing of cables or large cordage. They are from 18 to 20 inches long. Smaller ones are used for splicing the bolt ropes of sails and small tackle. When made of iron the fid has an eye or hole at the upper end.

FIGS. (*Figen Da. Vygen Du. Figenes Fr. Feigen Ger. Fichi Ital. Fiki Pol. Vigos Por. Higos Spa. Fikon Sw. Winnia jagodi Russ.*) The fig consists of a pulp containing a number of seeds inclosed in a rind. There is something very singular in the fructification of the *Ficus carica* or common fig. It has no visible flower, for the fruit arises immediately from the joints of the tree, in the form of little buds, with a perforation at the end, but not opening or showing anything like petals, or the ordinary parts of a flower. As the fig

enlarges, the flower comes to maturity in its concealment, and in the eastern countries the fruit is improved by a singular operation known by the name of *caprification*. This is performed by suspending by threads above the cultivated figs, branches of the wild fig, which are full of a small insect. When the insect has become winged, it quits the wild figs and penetrates the cultivated one, for the purpose of laying its eggs, and thus it appears both to ensure the fructification by dispersing the pollen, and afterwards to hasten the ripening by puncturing the pulp, and causing a dispersion of the nutritious juices. In France this operation is imitated by inserting straws dipped in olive oil.



The Common Fig.—*Ficus carica*.

The fig-tree yields no less than three crops in the year; the first figs come to maturity about the latter end of June, the summer fig ripens about September; (it is these alone which are dried.) Afterwards there appears a third crop, which however is of little value, and often remains on the trees long after the leaves have fallen. The time of gathering the chief crop of figs is a time of considerable bustle and importance; the principal seat of this commerce is Smyrna. Forming as figs do the chief food of the soldiers and inhabitants of Syria and the Levant, the consumption of figs is enormous. Here they are used wholly as an article of luxury, yet the quantity entered for home consumption in one year alone (1841), was no less than 27,637 cwt., and this by no means a cheap season for figs, the average quantity being 30,000 cwt. The duty is 15s. per cwt. No abatement is made on account of any damage received by figs. Most of the figs we consume are imported from Turkey in little chests or drums of from 4 to 24 lbs. Figs are also brought from Malaga and Valencia in Spain, and Faro in Portugal. These last are mostly in packages called frails. The Faro frail = 32 lbs.; the Malaga frail = 56 lbs.

FIERI FACIAS. In law, a writ that lies where a person has recovered judgment for debt or damages in the queen's courts, by which the sheriff is commanded to levy the debt and damages against the defendant's goods and chattels.

FILLAGREE. A kind of ornamental work, in which flowers, &c. are formed of fine gold

or silver wire, curled and twisted in a serpentine form, and sometimes plaited and worked through each other and soldered together. It is employed in the embellishment of articles of personal and domestic ornament, work-boxes, &c. The chief place of manufacture for this beautiful but delicate ware is Sumatra.

FINANCE. The revenue of a state.

FIR.—See *Deal*, *Pine*, *Burgundy Pitch*, *Spruce*, &c.

FIRE INSURANCE.—See *Insurance*.

FIRKIN. A liquid measure of 9 beer gallons, but only 7½ real imperial gallons.

FIRLOT. A dry measure used in Scotland. The Linlithgow wheat firlot is very nearly equal to the imperial bushel, but the barley firlot of the same place is almost one half more, being to the standard bushel as 1,456 is to 1.

FIRM. A designation given to the persons collectively who compose the partnership in a house of business; thus if the partners in a house consist of four persons A B C D, the firm may be either A B C and D, or A and company, or A B and company, or A B C and company. Whichever of the above ways these four persons choose to designate themselves such in mercantile language is the firm of the house.

FIRMAN. A passport or permit granted by the Turkish government to foreigners, to trade or travel within specified territories under its jurisdiction.

FISH. (*Fisk* Da. *Visschen* Du. *Fische* Ger. *Poisson* Fr. *Pesci* Ital. *Peixes* Por. *Rybá* Rus. *Fisk* Swe. *Pescudos* Sp.) The laws relative to the importation of fish are extremely arbitrary, and were still more so, previously to the tariff of 1842. Anchovies are wholly of foreign catching, and therefore form no part of our fisheries. (See *Anchovy*.) Eels pay a duty of £13 the ship load; lobsters pay no duty; turbot 5s. the cwt.; oysters 1s. 6d. the bushel, but none are imported; salmon 10s. the cwt.; soles 5s. the cwt.; turtle 5s. the cwt. Fresh fish, not enumerated, 1s. per cwt. Cured ditto, not otherwise enumerated, 2s. All these to be liable to a duty must be brought in vessels regularly cleared out from foreign places in other than fishing vessels. Those of British taking are always duty free. Regulations for the sale of fish, see *Billingsgate*.

FISH. A machine to hoist or draw up the flocks of a ship's anchor towards the top of the bow, in order to stow it after it has been catted. It is composed of four parts, namely, the pendant, the block, the hook, and the tackle, which with several uses are described under the article *Davit*.

FISH FRONT OR PAUNCH. A long piece of oak or fir timber, convex on one side and concave on the other; used to strengthen the

lower masts or the yards when they are sprung or have received some damage. To effect which they are well secured by stout rope, called woolding.

FISH MAWS. A term applied in Oriental commerce to a singular preparation of fish, which is largely exported from the eastern islands to China. It is a favorite article of luxury with the inhabitants of that country.

FISH ROOM. In a ship is that place between the after-hold and the spirit room.

FISH'S SIDE. Two long pieces of fir, fastened on the opposite sides of a masted mast to give it requisite thickness.

FISHERY. This term is usually applied to those places where fish are caught in such abundance as to constitute an important article of commerce. Also to the general procuring of a particular kind of fish, as the whale fishery, the herring fishery, &c. Fisheries are divided into those of salt water conducted around the coast of countries or in the open sea; and fresh water fisheries, or those carried on in rivers and minor streams. In both these classes, the fisheries of the United Kingdom are of immense magnitude, owing to the great extent of our coast, which may be estimated at 3000 miles, and the ramified intersection of our land, by its very numerous rivers, &c. Indeed, a great portion of the population around the coast are occupied solely in the taking of fish, either for their own subsistence, or for the supply of the rest of the community. Thousands of persons are also employed in the whale fishery in the Polar Seas, and in the cod fishery of the Dogger Bank and Newfoundland. The whole produce of the British fisheries has been variously estimated at from 4 to 8 millions sterling per annum, the whole of which with the exception of the labour and expense of taking is clear profit to the country. So important a branch of the national industry is justly the subject of numerous statutes to increase its prosperity and continuance to future ages. As each kind of fish is subject to its own regulations, we will refer to their various names for particulars. There have been found in the waters around and intersecting Britain and Ireland, about 200 species of fish, besides shell fish. These do not however all form the object of extensive fisheries, but only the following, with perhaps one or two others; whale, herring, cod, haddock, mackerel, pilchard, salmon, sprat, thornback, turbot, brill, sole, skate, plaice, flounder, with some fresh water and shell fish.

FISHING BOAT. The fishing boats have usually some distinctive name, by which they are known in the places where used, and are almost as various as the places themselves. Those of England are extremely numerous, the chief of them will be found described under the terms *Cobles*, *Hog Boat*, *Hatch*

Boat, *Punt*, &c. The fishing smack is one of general use, not merely for the catching of fish, but for its conveyance to a distance. It is rigged the same as the yacht, and is an equally fast sailing vessel. In the Thames hundreds of these vessels may be seen scudding along or waiting for their finny cargo.



The next illustration shows a boat not uncommon on our own coast. It is an off shore fishing boat, intended to bring the fish caught into the nearest port or fishing hamlet, and not as in the case of the smack to carry it to a distance. It is used principally in the catching of flat fish, gurnet, herrings, &c.



It may be interesting to show the character of some fishing boats of other countries.



FIS

The preceding is a boat common on the French coast. The head and stern are both square, and bear one mast and sail each. It is without a deck, and has a framework over the stern, on which the nets are usually suspended, and over which they are drawn in.

The following is a pretty little boat of *Cadiz Bay*. It has but a single sail, but is a fast sailer, the head being very high and pointed; owing to this latter circumstance the boatmen are shielded in a great degree from the spray which beats on the bows of the boat.



A second Cadiz boat, and which is common along the whole Spanish coast of the Mediterranean, and also but more sparingly in the Bay of Biscay is as follows:—This boat differs as much from the last as the two English boats we have above described, the present conveying fish from a distance as the smack does with us. This vessel is light built and a quick sailer, but requires skill in the management. There will be remarked in this as well as other Mediterranean boats, the extraordinary length of the main yard.



This length of yard is still more conspicuous in the next vessel, which is extremely common on the African shores of the Mediterranean sea, and also in the Adriatic. The sail is triangular, as is the case with those of most of the boats of these regions. —See *Galley, Xebec, &c.*

FIS



In the next, the Turkish fishing boat, there is no yard at all.



FISHMONGER'S COMPANY. This is the fourth of the livery companies of London. The fishmongers were originally two companies; namely, stock fishmongers and salt fishmongers, each bearing different coats of arms. But these companies were united into one, and their arms more fully granted in the 28th year of Henry VIII, (1536;) the incorporated company being then called the "Warden and Commonalty of the Mystery of Fishmongers of the City of London." This corporation consists of a prime and five other wardens, 28 assistants, and 360 liverymen, (more or less,) who, when admitted, pay each a fine of £25. They have a very stately and magnificent hall at the NW. corner of London Bridge, and pay to charitable uses about £800 per annum. There are about 1000 freemen of this company. Their arms and crest are as follows:—



FITCH. The fur of the pole cat, is principally brought from Germany. It is soft and warm, but is one of the commoner furs. The duty is 1s. per dozen skins brought from foreign countries, and 6d. per dozen if from any British possession.

FIXED OIL. All the common oils are so termed, because they require an intense heat before they give out vapor. They are animal or vegetable, the former are procured for various of the whale tribe, and some few other fishes, as herrings, &c., and are the fat of the animal, lying just beneath the skin. The vegetable fixed oils are most generally procured by pressure, the seeds or other material being previously ground or bruised. The principal fixed oils are those of linseed, nut, poppy, castor, olives, almonds, hemp, rape, cocoa nut, and of the palm.

FLAG. A certain banner or standard, by which the degrees of a naval service, the regiments of an army, and particularly the ships of a country are distinguished from those of other countries. The names of the various nations, &c. will show the national flags belonging to it. Those used in the navy, are shown under the word *Admiral*; those for *Merchant Vessels* and *Pilots* under those terms. The flags borne on the mizen mast are generally called gallants. None of Her Majesty's subjects are permitted to hoist in their vessels the union jack, nor any pendants or colors usually worn in Her Majesty's ships, and prohibited to be worn by proclamation of Jan. 1st, 1801, under a penalty not exceeding £500. And any officer of Her Majesty's navy, customs, or excise may enter on board, and seize and take away such colors, which shall thereupon become forfeited. (4 Will. IV. c 13.) To *heave out the flag at sea*, is to unfurl it and hoist it up to the mast head. To hang out the *white flag*, is to call for quarter, or it shows when a vessel arrives on a coast that it has no hostile intention, but comes to trade or the like. A white flag is also a flag of truce, and is respected by all civilized nations. To hang out the *red flag* is to give a signal of defiance and battle. A large *yellow flag* denotes that a ship is under quarantine or subject to it. A *black flag*, a pirate. To *lower or strike the flag*, is to pull it down upon the cap or take it in, out of the respect or submission due from all ships or fleets inferior to those that are in any way justly their superiors; if a flag be struck during an engagement it indicates submission. The method of leading a ship in triumph is to tie the flags to the shrouds, or the gallery in the hind part of the ship, and let them hang down towards the water, and to tow the vessel by the stern. Flags are also used particularly for signals at a certain distance by day, and for this purpose are of different colors and shapes.

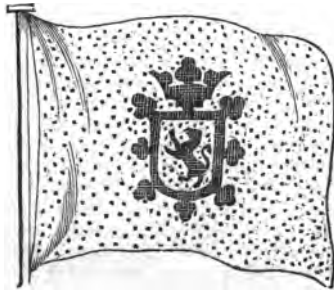
FLAG OFFICERS are those that command the different squadrons of a fleet, such are the admirals, vice-admirals, and rear-admirals.

FLAG SHIP. A ship commanded by a flag or general officer, who has a right to carry a flag, in contra-distinction to the secondary vessels under the same command.

FLAG STAFF. The pole upon which a flag is suspended.

FLAKE. A small stage suspended over the ship's side to caulk or repair any breach or injury, or for painting the vessel.

FLANDERS. An ancient and rich part of the Netherlands. Towards the beginning of the eighteenth century it was divided into French, Austrian, and Dutch Flanders. French Flanders now forms the French department of the North. The other two parts now belong to Belgium, and are called East and West Flanders. East Flanders is bounded north by Zealand, east by Antwerp and South Brabant, south by Hainault, and west by West Flanders. Ghent is the capital. The surface in the north is level, in the south undulating; the soil a heavy loam, very fertile; the climate moist, but not unhealthy; the productions corn, pulse, flax, madder, tobacco, cattle, butter, and eggs. West Flanders is bounded N. and NW. by the German Ocean, E. by Zealand and East Flanders, SE. by Hainault, and S. and SW. by France. Bruges is the capital; Ostend the principal port. The surface is level; the climate humid; the manufactures extensive in linen and fine lace; also, cotton and leather, with large distilleries and breweries. The following flag is called the Flanders jack:—



FLANNEL. A well-known, slight, loose, woollen stuff. In this country the finest kinds are made in Wales, principally in Montgomeryshire, and within a circle of about twenty miles around Welchpool. Flannels are also manufactured at Bury, in Lancashire; in Shropshire; and to a small extent at Wicklow, in Ireland.

FLAT. A sailor's term for a shoal or shallow when of a considerable extent. *Flat aft*,

FLA

the contrary to aback, or when the sails are pressed aft against the mast by the force of the wind, &c. *To flat in the sail*, is to draw in the aftmost clew of a sail towards the middle of the ship, to give the sail the greater power of turning the vessel; thus, if the mizen or after sails are flatted in, the intention is accordingly to carry the stem to leeward, and turn the head nearer to the direction of the wind, and if the head sails are flatted in, the intention is accordingly to make the ship fall off, when by design or accident she has come so near the wind as to make the sails shiver. Hence *flat in forward* is the order to draw in the jib and fore-top-mast staysail-sheets towards the middle of the ship; this operation however is seldom performed, except in light breezes of wind, when the helm has not sufficient government of the ship. *Flats*, in ship-building, is a general name given to all the timbers in mid-ships.

FLAW. A sudden breeze or gust of wind.

FLAX. The plant from the stalks of which linen is manufactured, and whose seed, commonly called linseed, furnishes the valuable and well-known oil, called linseed oil. An infusion of the seeds is mucilaginous and emollient, and as such is often used as a drink in various inflammatory disorders. To produce the oil, the seeds are ground, and then submitted to a strong pressure. The oil then oozes out, leaving the husks of the seeds in a cake, which is very fattening to cattle, and known as oil-cake. Flax is considered to be a great exhauster of the soil, and is therefore but partially cultivated in Britain. In Lincolnshire, Somersetshire, and Yorkshire, more especially, a considerable quantity is raised; it likewise continues to be grown in Scotland, and Ireland produces nearly all the flax it requires for its extensive linen manufactures, occasionally receiving small quantities from Holland or Riga. As the Irish cultivators do not preserve a sufficiency of seed for the renewal of their plants, a very large quantity of seed is annually imported from America, Holland, Riga, &c. The common flax, *Linum usitatissimum*, is an annual plant, which shoots forth in slender, upright fibrous stalks, about the thickness of a small wheat straw. These stalks are hollow pipes, surrounded by a fibrous bark or rind; the filaments of which, divested of all extraneous matter and carefully prepared, are the material of cambric, linen, and other similar manufactures. The leaves, placed alternately on the stem, are long, narrow, and of a greyish color. When the plant has attained the height of about 2 or 3 feet, the stem divides itself into slender foot-stalks, which are terminated by large blue flowers; these produce globular seed vessels, divided within into ten cells, each

FLA

containing a bright, slippery, elongated seed. The flax is reaped a little before the seeds



are ripe. It is stripped, and the stalks are then soaked in water or *retted*, (rotted,) when fermentation, running into putrefaction ensues, so as to destroy the foreign matters with which the fibres are blended in the plant. The flax is then dried and broken, or beaten and winnowed, so as to separate the fibrous from the other parts. These are afterwards heckled, and prepared for the spinner. To encourage the manufacture of linen articles the duty upon raw flax is merely a nominal sum of 1d. per cwt.

FLAX, NEW ZEALAND. This is of a totally different character from the common flax, being the produce of a species of plant similar in character to an aloe, or a flag as to its leaves. With very little preparatory process, the filaments of these leaves are formed into clothing and cordage. The latter is stronger than that manufactured from hemp, but it has the great defect of breaking when tied into a knot. Another preparation likewise produces from the same plant long slender fibres, beautifully white and lustrous as silk. Cloaks, bed coverlets, and aprons are made



by the natives of this material of a beautiful description, the silky fibres being left on them in the manner of fur. These will bear washing and dyeing without their brilliancy being impaired. The culture is pursued in Australia, some parts of France, and in Ireland; in the latter places with considerable success, as the plant bears the cold of our ordinary winters. Each plant will upon an average produce year by year thirty-six leaves, from which 6 ounces of flax are obtained. An acre of ground, planted with the *Phormium* 3 feet apart, will thus yield 16 cwt. per acre; an enormous produce.

FLEECES. The wool which one sheep produces.

FLEECY HOSIERY. A kind of manufacture in which fine fleeces of wool are interwoven into a cotton piece of the common stocking texture.

FLEET. A general name given to the British navy, or to any number of ships, whether designed for war or commerce, when keeping company together. *To fleet* a tackle, is to alter it, and place the two blocks of the tackle at a greater distance from each other when they are drawn together, or are, as sailors call it, *block to block*; also to change the position of the dead eye when the shrouds are become too long, which is done by shortening the shroud, and turning in the dead eye again higher up. The use of *fleeting* is accordingly to renew the mechanical power which has been lost by the meeting of the blocks or dead eyes.

FLEMISH BRICKS. A fine, pale yellow brick, imported from Flanders, and commonly used for paving yards, stables, &c.

FLEMS. A kind of Russian linen.

FLINT. A mineral abundant in most parts of the world, of extreme hardness, and of various colors, from yellow, as we find it in gravel, to a jet black, as it is found in layers amidst chalk. When calcined, it becomes of a perfectly white color, and is then easily ground; the powder thus obtained is used in pottery, and in the glass manufacture. In its natural state it is used to strike fire with steel, particularly to insert in the hammer of the gun lock; a use however which is gradually being superseded by the employment of percussion caps.

FLOAT. A raft or a quantity of pieces of timber fastened together, to be driven along a river with the tide or current, or even sometimes to carry burdens down a stream. Timber is usually conveyed in this manner.

FLOCKS. A common kind of wool, either the refuse of the woollen manufacture, or made by tearing to pieces old woollen articles; used for stuffing common beds. The duty upon flock is 5s. the cwt. if imported from foreign countries, and 2s. 6d. if from our own possessions. Until 1842 the duty

was 19s. the cwt., a sum which acted as a prohibition.

FLOOD. The flux of the tide, or the time the water continues rising. When the water begins to rise it is called a *young flood*; after which it is *quarter flood*, *half flood*, and *high flood*.

FLOOD MARK, also called **HIGH WATER MARK.** The mark which the sea makes on the shore at flowing water and the highest tide.

FLOOES OR FLUKES OF AN ANCHOR.—See *Anchor*.

FLOOR OF A SHIP. The bottom, or all that part on each side of the keel which approaches nearer to a horizontal than a perpendicular situation, and whereon she rests when aground. Thus ship builders say a flat floor, a sharp floor, a long floor, &c.

FLOOR TIMBERS, are those parts of a ship's timbers which are placed immediately across the keel, and upon which the bottom of the ship is framed; to these the upper parts of the timbers are united, being only a continuation of the floor timbers upwards.

FLORENCE OIL.—See *Olive Oil*.

FLORENTINE. A silk stuff, used chiefly for men's waistcoats. It is made striped, figured, and plain; the last being twilled. Two other stuffs are known by this name; one composed of worsted, used for common waistcoats, women's shoes, and other articles; the other made of cotton, resembling jean, and generally striped, is used for making trousers.

FLORIN. A silver coin so called, common in many of the States of Europe, especially in Germany and Holland. Of different value in different places, as follows:—

	s.	d.
Florin of Austria, (worth).....	2	1-07
" Hanover, (fine)	2	3-06
" " (base).....	2	3-67
" Hesse Cassel	2	0-66
" Holland	1	8-49
" Batavia	1	7-77
" Netherlands, (1790)	1	5-35
" " (1816)	1	8-72
" Poland	0	11-72
" Prussia	2	3-70
" Silesia	1	11-78
" Switzerland	1	1-51
Gold florin of Hanover	6	10-83

At many places there are half and quarter florins, and which are in corresponding proportion to the above.

FLOSS SILK. The entangled silk which forms the outer coat of the cocoons of the silk-worm, and which is removed from them previous to winding the remainder. It is carded and spun like wool, and being wrought into a coarse thread is used for silken goods, such as shawls, cords, fringes, &c.

FLOTA OR FLOTILLA.—A Spanish fleet.

FLOTSAM, JETSAM, AND LAGAN. In law *floisam* is when a ship is sunk or cast away, and the goods float on the sea; *jetsam* is when a ship is in danger of being sunk, and to lighten the ship the goods are thrown overboard, and the ship notwithstanding perishes; and *lagan* is when the goods so cast into the sea are so heavy that they sink to the bottom, and therefore the mariners fasten to them a buoy, cork, or cask, or such other thing as will not sink, to enable them to find the goods again.

FLOUNDER. One of the most common of the flat fish, and found in great abundance along the wider parts of all our great rivers, and also generally around the coast. It is a fish of considerable value, especially to the lower orders of people, being cheap, nutritious, and of delicate eating; as is also another species of the flounder, usually called a *dab*. The name of the common or ordinary flounder is *Platessa flesus*; that of the dab, *Platessa limanda*. Both kinds ascend the rivers to spawn; the former in February and March, the latter in May or June.

FLOUR. (*Bloem* Du. *Fleur de farine* Fr. *Feines mehl* Ger. *Fiore* Ital. *Flor.* Spa and Por.) The finely-ground meal of wheat, sifted from its husk or bran. According to the quality it is distinguished as firsts, seconds, and thirds. Flour is imported from America in barrels of 196 lbs. weight each; every barrel pays a duty equal to 38½ gallons of wheat.

FLOWERS, ARTIFICIAL. A considerable article of manufacture and importation. They were first made at Sienna, in Tuscany; and Florence, Milan, Venice, and other towns in Italy, were for a long time the only places where this manufacture flourished. At present the best artificial flowers are made at Paris, Lyons, Bourdeaux, Ronen, Nantes, and Marseilles. Also very extensively in London, and various other parts of England, with astonishing skill and taste, and exact imitation of nature. They are worn in the hair, in caps, bonnets, &c. In former times, in the height of the fashionable rage for porcelain, flowers of all kinds were made of this material, and the odour of the real flowers imitated by means of perfumes, but these are now little esteemed. Shells were also employed for this purpose to a considerable extent, but this fashion has also subsided. Artificial flowers adapted for chimney ornaments are now frequently made of rice paper or of wax; the latter are very beautiful. Artificial flowers, (not made of silk,) are subject to an *ad valorem* duty of 25 per cent. More than £20,000 worth is imported every year when artificial flowers are fashionable.

FLOWER BOAT. A particular boat of the Chinese, used to convey pots of flowers to the markets. A great similarity is perceptible in

all the Chinese boats; the present differs from the rest in being made flat bottomed, that the pots may stand more securely, and in the whole deck being covered over with various canopies of matting to defend the freight from the effects of the sun. Two portions of the boat are for passengers or the boatmen. This is also the ordinary pleasure boat of the Chinese.



FLOWER ROOTS. A very considerable traffic is carried on with Holland in what are commonly called Dutch bulbs, or the bulbous roots of the hyacinth, narcissus, crocus, and tulip, also the tuberous roots of the anemone and the ranunculus, and lately in standard roses, and such other saleable flowers as may be transported hither without injury. Haarlem has always been the centre of the flower trade, and although it is much less considerable than formerly, yet still there are thirteen or fourteen very extensive nursery grounds around this city, besides several others around Lisle and other towns in Flanders. The clergy also employ themselves in cultivating bulbs for market. Between Alcaer and Leyden are more than twenty acres of land appropriated to hyacinths alone. The Dutch and Flemish florists send their roots to England, Russia, Germany, and even to Turkey and the Cape of Good Hope. Although, as before stated, the general trade of Haarlem has declined of late years, it is only that the cultivation of these plants has been more widely extended to other places. The trade to England increases year by year. In 1841, the value of the Dutch bulbs imported was more than £6000. They pay an *ad valorem* duty of 5 per cent.

FLOWING OR FLOWING SHEETS. The position of the sheets or lower corners of the principal sails when they are loosened to the wind, so as to receive it into their cavities in a direction more nearly perpendicular than when they are *close-hauled*, although more obliquely than when the vessel is sailing before the wind. A ship is therefore said to

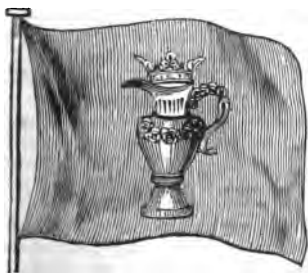
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have a flowing sheet when the wind crosses the line of her course nearly at right angles ; that is to say, a ship steering due north, with the wind at east, should have a flowing sheet. Whereas if the sheets were extended close aft, she would sail two points nearer the wind, namely, NNE.

FLURRY OF WIND. A light breeze of wind shifting to different places, and causing a little ruffling on the calm surface of the sea.

FLUSH DECK.—See *Deck*.

FLUSHING. A well-fortified city on the south side of the island of Walcheren, belonging to the province of Zealand, lies at the mouth of the Western Scheldt, and is connected with Middleburg by a canal. The greatest curiosity is the new harbour, which is capable of containing eighty large ships. It is on the eastern side of the city, with two jetties projecting far into the sea. Flushing is the seat of the admiralty office, and of the marine department of the Scheldt. It has a brisk commerce with the East Indies. The following is the Flushing jack :—



FLY OF THE COMPASS. Synonymous with compass card, or that part of the mariner's compass on which the thirty-two points or winds are drawn, and to which the needle is fastened underneath.—See *Compass*.

FLY OF AN ENSIGN, PENDANT, &c. The breadth or extent from the staff to the extreme edge or end that flutters loose in the wind.

FLY BOAT. A large flat-bottomed Dutch vessel, whose burden is generally from 4 to 600 tons ; it is distinguished by a stern remarkably high, resembling a Gothic turret, and by very broad buttocks, or as it is commonly called Dutch built.—See *Galliot* and *Schuyt*. The canal boat, more frequently called a monkey boat, also goes by this name.—See *Monkey Boat*.

FLY THE SHEETS LET, is the order to let them go suddenly, lest the ship should upset, or lose her top-sails and masts, which is prevented by letting the sheets go *amain* or all at once, so that they may hold no wind.

FODDER OR FOTHER. A quantity of lead equal to 19½ cwt.

FOG

FOG BANK. An appearance at sea in hazy weather, which frequently resembles land at a distance, but which vanishes as you approach it.

FOLIO. In books of accounts is synonymous with leaf ; each leaf or folio being numbered throughout, the two pages which become visible upon opening the book at any part constituting the folio, and being numbered alike. Folio among booksellers, printers, paper makers, &c., is the page formed when a sheet of paper is folded across once. There are therefore four folio pages to the sheet, and this constitutes the largest size of books.

FOOT. The lower part of any thing, as the foot or lower end of a mast, the foot or lower part of a sail. The *foot rope* of a sail, is that which is sewed along the foot.

FOOT. A measure of length, equal in England to 12 inches, or the third part of a yard. A square foot is a space of 12 inches in length and 12 in breadth, or 144 square inches ; it is used in measuring surfaces. A cubic foot is 12 inches in length, breadth, and thickness, or 1728 solid inches, and is used in measuring solids.

FOOTSPACE RAIL. In ship-building, is that rail in the balcony of a ship in which the ballusters step or are inserted at their lower end.

FOOTWALLING. The whole inside planks or lining of a ship, used to prevent any part of the ballast or cargo from falling between the floor timbers.

FORE. The distinguishing character of all that part of a ship's frame and machinery which lies near the stem or head of the vessel ; as foremast, foresail, foreshrouds, forestay, foretop, foretop mast, foretop gallant mast, foretyle, foreyard.—See these terms, without the prefix *fore*.

FORE AND AFT, implies throughout the ship's whole length or from stem to stern. It also implies in a line with the keel.

FORE BOWLINE. The bowline of the foresail.

FORE BRACES. Ropes applied to the foreyard arms to change the position of the foresails occasionally.

FORECAT HARPIES. A complication of ropes used to brace in the upper parts of the foreshrouds.

FORECASTLE. A short deck placed in the fore part of the ship above the upper deck ; it is usually terminated both before and behind by a breastwork in vessels of war ; the foremost part forming the top of the beak-head, and the hind part reaching to the after-part of the forechains. The name of this part of a vessel is derived from the ancient British ships, on the deck of which were erected two wooden structures, in the form of castles, to contain the archers and other

fighting men. The following representation of a man of war of the time of Henry V. will show the position and nature of the original fore-castle:—



FOREFOOT. The piece of timber which terminates the keel at the fore-end. Fore-foot also signifies one ship lying or sailing across another's way.

FORELAND. A cape or promontory projecting into the sea.

FORELOCK. A little, flat pointed wedge of iron, used to drive through a hole in the end of a bolt, to retain it firmly in its place, and prevent its drawing.

FORERREACH UPON A SHIP, to, is to advance upon or gain ground of some ship or ships in company.

FORESTALLING. The buying or contracting for any cattle, provision, or merchandise on its way to market, or dissuading persons from buying their goods there, or persuading them to raise the price, or spreading any false rumour, with the intent to enhance the value of any commodity. Forestalling is punishable at common law by fine or imprisonment.

FORGE OVER, is to force a ship violently over a shoal by the effort of a great quantity of sail.

FORGERY. In law, the fraudulent making or altering of any record, deed, writing, instrument, register, stamp, &c., to the prejudice of another man's right. The punishment for forgery at the present day is imprisonment, according to the nature of the offense, from a trifling term to transportation for life.

FOTHER OR FODDER. In shipping, is to stop a leak in the bottom of a ship when she is afloat, either under sail or at anchor.

FOUL is generally used in opposition to clear or fair, as foul weather. It also implies entangled, embarrassed, or contrary to, as "A ship run foul of us in the river,"

that is, entangled herself in our rigging. A *foul anchor* is when the cable is twisted round the stock or one of the flukes, and thereby endangers a ship's drifting. A *foul bottom* denotes the bottom of a ship very foul, as being covered with grass, sea-weeds, barnacles, shells or other filth. *Foul ground* of a bay, harbour, channel, roadstead, &c., denotes its being rocky or otherwise dangerous. *Foul hawse* denotes when the cables are turned round each other by the winding or turning about of the ship while she rides at anchor. *Foul rope* has a corresponding meaning. *Foul water*; a ship is said to make foul water, when, being under sail, she comes into such shoal or low water, that though her keel does not touch the ground, yet it comes so near it that the motion of the water underneath disturbs the mud, and therefore becomes turbid. A *foul wind* is used to express one which is unfavorable.

FOULARD. A gauze ribbon of French manufacture.

FOUNDER. To sink or go down; a ship is said to founder, when by an extraordinary leak, or by a great sea breaking in upon her, she is so filled with water that she cannot be freed of it, so that she can neither veer nor steer, but lies like a log, and which will eventually sink.

FOX SKINS. The skins of various species of fox, particularly of the white and the black fox, are imported in considerable quantities from Russia. They pay an import duty of 6d. the skin, or if from our own colonies 3d. per skin. Fox tails are also imported at 2d. and 1d. each; these are used for making fine brushes for the artist.

FRACTION. Any part or portion of a thing or number, as $\frac{1}{2}$, $\frac{1}{3}$, $\frac{2}{3}$, $\frac{3}{4}$, $\frac{5}{8}$, &c., all of which are called vulgar fractions, and signify one-quarter, one-half, three-quarters, three-eighths, nine-sixteenths, &c. By another method of writing they become decimal fractions; thus the above vulgar fractions are respectively expressed in decimals as follows: .25; .50; .75; .375; .5625, &c. These last numbers are found by dividing the upper figure of the vulgar fraction, with cyphers annexed to it, by the lower figure. The dot before each implies that it is a decimal, and not a whole number.

FRAIL. A basket made of rushes, in which figs, raisins, and the like are packed up.

FRANC. A money of account in France, worth about 9½d. English, or nominally 10d.

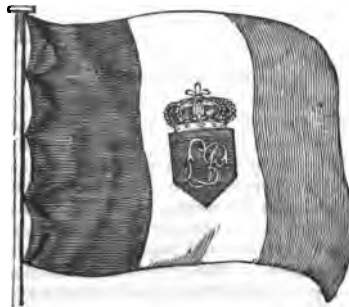
FRANCE. A country of Western Europe, between latitude 40° 50' W. and 51° 5' N. and longitude 4° 50' W. and 8° 20' E. It is bounded N. and NW. by the English Channel and the N. Sea; NE. by Belgium, Luxemburg, Prussia, and Bavaria; E. by Baden, Switzerland, and the Sardinian States; S. by the Mediterranean and Spain; W. by the Bay

of Biscay and the Atlantic Ocean. Including Corsica it is divided into eighty-three departments. The area is about 204,000 English square miles, and population, in 1836, 33,540,908, or 164 to the square mile. Capital, Paris, an inland city on the river Seine. The government is a constitutional monarchy, hereditary in the male line, with two chambers; a house of peers, the members of which are nominated by the king, and a chamber of 450 deputies, chosen by as many electoral colleges, for five years. The surface of the country is much diversified, both as to aspect and fertility. The richest parts of the country are those towards Flanders, and in the NE. the great valleys of Languedoc and Auvergne, and the course of the great rivers. The western coasts are sandy, and the forests of great extent. The culture throughout the northern parts of the kingdom is directed to wheat, barley, oats, pulse, and potatoes. In the southern half corn, (particularly maize,) vines, mulberries, and olives. Two-thirds of the working population are engaged in agriculture. France possesses a soil and climate capable of furnishing her with all the raw materials of manufacture, except cotton. Steam engines however are rare; the spinning mills being mostly turned by either water or horses. The manufactures are chiefly of woollen and cotton goods, lace, gloves, artificial flowers, watches, sugar from the beet root, wines, brandy, iron, hardware, and leather. Although France is next to England the greatest manufacturing country in the world, yet notwithstanding the cheapness of labor her manufactures are in every individual article of much less extent than our own, except in wine, brandy, silk, and sugar, owing to many causes, particularly the inferiority of her machinery, the less wealth of the manufacturers, the dearth of fuel, the very inferior system of internal communication, and the comparative insignificance of her colonies. The fisheries are also of little importance. The whole imports of France in 1838 was £37,482,179 English, and exports for the same period £38,236,306. The principal ports are Havre, Dunkirk, Calais, Nantes, and Bourdeaux on the northern coast, and Toulon and Marseilles on the Mediterranean.

The French system of weight, measures, and in some degree money, is usually called the decimal system, from the circumstance that each measure, &c., is ten times as much, or else a tenth part of that next in value to it. It is also called the metrical system, from the *metre* being the standard of measurement or the unit of length. This is supposed equal to the ten-millionth part of the distance of the equator from the pole of the earth, and is equal to 1·09362 yards English, or nearly 39½ inches, or 32 metres

= 35 imperial yards. Its divisions are the decimetre, centimetre, and millimetre, or the $\frac{1}{10}$, $\frac{1}{100}$, and $\frac{1}{1000}$ parts. Its multiples are the decametre = 10 metres; the hectometre, or 100 metres; the kilometre or 1000 metres; and the myriametre of 10,000 metres. The unit for square measure is the *are* of 100 metres, ten in length and ten in breadth, it is divided into deciares and centiares, and multiplied into decares and hectares; 17 hectares are equal to about 42 imperial acres. The *stere* is the unit of solid measure. The decistere is $\frac{1}{10}$ of this; the decastere = 10 steres. Lastly, the weights are the centigramme = 10 decigrammes = 1 gramme the standard; which weighs a cubic inch of water at its maximum of density = 15·434 grains troy; 10 of these make the decagramme; 100 grammes the hectogramme; 1000 grammes the kilogramme; 10 times this the myriagramme or quintal, and 10 quintals the weight of a cubic metre of water, called a millier or marine ton. The money of integer is the franc, divided into 100 centimes. The modern coins are gold pieces of 40 francs; and pieces of 20 francs, called Napoleons. Silver coins of 5, 2, 1, $\frac{1}{2}$, $\frac{1}{4}$, and francs. Copper pieces of 20, 10, 5, 2, and 1 centimes; also the copper sou, accounted equal to 5 centimes, or $\frac{1}{20}$ part of a franc. The par of exchange between London and Paris, deduced from the gold coins, is 25 francs, 22½ cents. for £1 sterling. The usage of bills throughout France, and of bills on London, is thirty days sight; no days of grace are allowed. The public debt of France is now more than £200,000,000 sterling. It has increased considerably since the war, the income seldom equalling the expenditure, particularly in consequence of the contributions paid to the allies soon after the peace of 1815, and the warlike demonstration and fortifications of Paris for the last three years.

The royal standard of France is as follows :



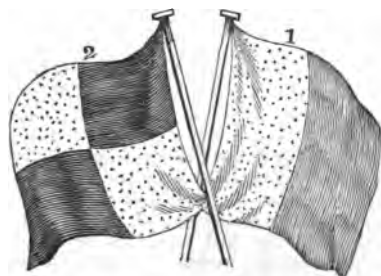
That used by merchant vessels and ships of war is the tricolor; that is, a flag the same as the above, but without the arms in

FRA

the centre of the white. The pilot flag is a white field, surrounded by a blue border, as under :—



The colonies of France are Gaudaloupe and Martinique, and two other small islands in the West Indies; Cayenne in South America; Senegal and Goree in Africa; Bourbon in the Indian Ocean; St. Marie in Madagascar; Pondicherry and Chandernagor, and a very small surrounding territory in the East Indies. The flags for the French Colonies are annexed; No. 1 having been adopted for the Eastern Colonies; No. 2 for the Western :—



FRANK. A name given in the East to all Christians. The *lingua Franca* is that jargon which is spoken in the Levant, as the common medium of communication between Europeans and the inhabitants of the East. Its chief ingredient is Italian.

FRANKFORT BLACK is manufactured by burning the lees of wine. It is imported, either in lumps or powder, from Germany, and forms the principal ingredient in the ink used by copper-plate printers. It should be chosen with as few shining particles about it as possible, should appear of a fine black, and be light, soft, and moist. The best is manufactured at Frankfort on the Maine, though great quantities are manufactured at Mentz, Strasburg, and different parts of France.

FRANKFORT ON THE MAINE. One of the four free cities of Germany, and the seat of

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the Germanic Diet, is situated on the Maine 50° 8' N lat., 8° 36' E lon. in a charming country. There are considerable manufactures here, and an extensive commerce. The fairs of Frankfort are celebrated, but banking is the most important business of the place. The following is the flag appertaining to this city.



FRANKINCENSE. The name given to two or three odoriferous resins; one of them and the most common is Burgundy pitch. (See this article.) Another kind is a resin which exudes from the *Pistacia Terebinthus* or Chian turpentine; a third kind is the gum or resin called Olibanum; a fourth sort is from a species of juniper, called *Juniperus lycia*; this also is called in commerce Olibanum, and is used extensively in some countries in religious incense. The duty is 1s. the cwt., but very little is imported. In 1841 only 6 cwt.

FRAP. To frap a ship, is to pass four or five turns of a strong cable or large rope round the hull or frame of a ship in the middle, to support her in a great storm or otherwise, when it is apprehended that she is not strong enough to resist the violence of the waves. This expedient is however rarely put in practice, unless in very old ships which their owners are willing to venture to sea as long as possible by insuring them deeply.

FRAUD. The general name for any species of deceit in contracts, either by suppression of truth or assertion of falsehood. All frauds or attempts to defraud, which cannot be guarded against by common prudence, are indictable at common law, and punishable according to the heinousness of the offence. In cases where ordinary prudence might have guarded a man he is left to his civil remedy, which is suing for damages. The deceiving by false weights or measures, or false tokens, are frauds of a criminal nature, and subject the offender to seizure of the false article, and to fine or imprisonment. By 30 Geo. II, c 24, persons convicted of obtaining goods under false pretences, or sending threatening letters to extort money or goods, may be

punished by fine, imprisonment, whipping, or transportation. If an infant, that is, a person under age, pretending to be of age, defrauds any person, by taking credit for goods, and then insisting on his non-age, the person injured cannot recover the value of the goods, but may indict and punish the infant so falsely obtaining credit, as a common cheat.

FREDERICK D'OR. A Prussian gold coin of the value of 16s. 4½d. There are also double Fredericks of proportionate value.

FREEDOM OF CORPORATION. The right of enjoying all the privileges and immunities that belong to a certain corporation. The freedom of cities and corporations is regularly obtained by serving an apprenticeship, but it is also purchased with money, and sometimes conferred by way of compliment.

FREEZING OR FRIEZING. A sort of ornamental painting on the upper part of a ship's quarter, stem or bow. It generally consists of a scroll, or of naval devices.

FREIGHT. The hire of a ship or a part thereof, usually paid for the carriage and conveyance of goods from one part or place to another, or the sum agreed on between the owner and the merchant for the hire and use of a vessel. The freight of a vessel is agreed on, either at the rate of so much for the voyage, so much by the month, or per ton. If goods be thrown overboard on account of danger to the vessel, the freight upon them must nevertheless be paid. When freight is calculated by time, it commences from the time of sailing. When a merchant engages for a whole ship, or a specific quantity of merchandize, and he do not furnish so large a quantity, supposing he should pay per ton, the owner will be entitled to the freight for all contracted for; this is called *dead freight*. The shipmaster has a lien on the cargo for freight, but not for dead freight. If the merchant demand his goods before the stipulated voyage is completed, full freight is due. The whole cargo of a vessel is also called her freight, as well as the money paid for its conveyance.

FRENCH BERRIES. (*Avignonsfrö* Da. *Gele Bessen* Du. *Grains d'Avignon* Fr. *Fransche beerer* Ger. *Graos de Avinho* Por.) The berries of the *Rhamnus infectorius*. They are used very extensively in communicating a yellow dye. They are gathered unripe, bruised, steeped, then boiled in water, mixed (in France) with the ashes of vine stalks, among us with alum, to give a body, and then passed through fine linen. The color thus prepared is called *stil de grain*. It is a fine yellow, chiefly used in silk dyeing, but is very fugitive, especially in the sun. The *Rhamnus* is a shrub which grows abundantly in the south of France, and particularly at Avignon, whence the name of Avignon berries.

FRESH SHOT, implies the falling down of any great river into the sea, by means whereof the sea hath fresh water a good way from the mouth of the river. As this is more or less, it is called a great or small *fresh shot*.

FRESH SPELL. A fresh gang of men for any work.

FRESH WAY. When a ship quickens her speed, she is said to make a fresh way.

FRESH WIND. A strong wind, but one not violent or dangerous; hence when a gale increases, it is said to freshen.

FRESHEN THE HAWSE. To relieve that part of the cable which has been for some time exposed to the friction of the hawse holes, when a ship rocks and pitches at anchor in a high sea. While a ship remains in such a position, it is usual to wrap some old canvass or rope around that part of the hawse which rubs against the stem: and as this soon wears out by the rubbing, it requires renewal, which renewal is called freshening the hawse.

FRESHES. The impetuosity of an ebb tide, increased by heavy rains flowing out into the sea, which it often discolours to a considerable distance from the shore; the discoloured part is called the fresh, from the circumstance of its being fresh water.

FRIGATE. In the navy, a light nimble ship, built for the purpose of sailing swiftly. It carries from 20 to 24 guns or more.



FRIGATE BUILT. Implies the disposition of the decks of such merchantmen as have the descent of four or five steps from the quarter deck and forecabin into the waist; in contradistinction to those whose decks are on a continued line for the whole length of the ship, which are called galley built.

FRINGE. A well-known ornament for dress or furniture, usually composed of silk, cotton, gold, silver, or flaxen threads.

FRIT OR FRITT. In the glass manufacture, is the matter or ingredients of which glass is to be made, when they have been calcined or baked in a furnace.

FRIEZING OF CLOTH. The forming the nap of cloth or stuff into a number of little hard

burs or protuberances; some cloths are only frized on the under side, as black cloths; others on the front side or face as rateens, frieses, &c.

FRONTIGNAC. A sweet muscatel wine, which is made at Frontignan in Lower Languedoc, and is carried to Montpellier. There are two kinds, the red and the white. Epicures use it with some kinds of fish.

FRUIT. This appellation is bestowed by commercial men upon those species of fruit, such as oranges, lemons, almonds, raisins, currants, apples, &c., which constitute articles of import from foreign countries; see their various names. Fruit not enumerated pays 5 per cent. duty.

FUDER. The largest wine measure of Germany, of different dimensions at different places.

FULLER'S EARTH. A mineral essentially composed of silica and alumina, with about $\frac{1}{2}$ water. It is used in fulling cloth, and like other clayey earths has the power of absorbing grease. It occurs in Hampshire, near Woburn in Bedfordshire, and at Nutfield in Surrey. Its exportation was formerly forbidden under severe penalties, but now that soap is in most cases substituted, the exportation of fuller's earth is of less importance.

FULLING CLOTHS. The art of cleaning, scouring, and pressing cloths, stockings, stuffs, &c., to render them stronger, firmer, and closer. It is also called milling, because these cloths are in fact scouring by a watermill.

FUND. The term fund is generally applied to money, and particularly to a sum set apart for any specific purpose. It is more familiar to us in matters relating to the national income and expenditure than in any other way, and in this sense "the funds" are equivalent to the national debt. The government resorting to the expedient of borrowing considerable sums for the public service, assigned to those who made the loans the income of some branch of the revenues of the state, which was deemed sufficient for the paying off the interest or the capital or both, according to the contract made between the government and the capitalists. Thus every loan had its funds. In order however to avoid the inconveniences which arose from the circumstance, that sometimes a single fund was not sufficient for the discharge of the sums for which it was destined, while another offered a surplus, several funds were united, and from the common amount the payments made for which they had been appropriated. In this manner the *aggregate* fund originated in 1715. The *South Sea* fund, and the *general* fund in 1716. The *sinking* fund, into which the surplus of the three before-mentioned funds flow, and which was originally destined for the diminution of the national debt, but in later years has also been

applied to meet the necessities of government. Finally, the *consolidated* fund, under which appellation, the previously-mentioned funds being abolished, the whole amount of the public revenues, with the exception of the annual grants, became united.—See *Stocks, Consolidated Fund, Annuity, Bond, &c.*

FUNDING SYSTEM. The manner in which modern governments have sought to give security to public loans, and thereby to strengthen the public credit. It was first used in Britain, and afterwards followed by all those states which paid attention to their credit. It provides that on the creation of a public loan, funds shall immediately be formed and secured by law, for the payment of the interest until the state redeems the whole, and also for the gradual redemption of the capital itself. This gradual redeeming of the capital is called the *sinking* of the debt, and the fund appropriated for this purpose is called the sinking fund. The contrary to sinking is funding, which is therefore an annexation of capital to our national debt. Thus if the holders of exchequer bills are offered a certain quantity of perpetual or other annuities in lieu of them, the operation is called funding the exchequer bills.

FUNNY. A small pleasure boat, pointed at both ends, made without either a rudder or mast, and adapted only for a pair of sculls. It is short, stout, and used on rivers, particularly the Thames, in the quieter parts of it. The funny is in still water what the Peter boat is in a rougher stream.



FURL, To. To wrap or roll a sail close to the yard, stay, or mast to which it belongs, and wind a gasket or cord about it and fasten it thereto.

FURLING IN A BODY, is a particular method of rolling up a topsail only practiced in harbours, and is performed by gathering all the loose part of the sail about the topmast, whereby the yard appears much thinner and lighter than when the sail is furled over all as at sea.

FURLING LINE, denotes a cord employed in the operation of furling; those which are used for the larger sails are generally flat, and are known by the name of gaskets.

FURS. The skins of different animals, covered for the most part with thick fine

hair, the inner side being converted by a peculiar process into a kind of leather. Furs previous to undergoing this process are called *peltry*. Furs being the produce of nature, which can neither be cultivated nor increased, their value is influenced by fashion, but still more materially depends upon the greater or less quantity obtained. The weather has great influence on the quality and quantity of furs imported from all quarters of the globe, and this circumstance more than any other perhaps renders the fur trade most precarious; the quality, and therefore the price of furs will vary every year. The chief supplies of peltry are derived from Russia, particularly the Asiatic portion of that empire, and from North America. But many other countries produce most beautiful furs, and though we are indebted to N. Asia and America, Europe furnishes a very considerable quantity. From Africa we draw leopard and tiger skins. From Australia those of the kangaroo, which latter however is not used as a fur, but as a leather. The most important English fur company is the Hudson's Bay Company, which is one of the oldest chartered companies of England. The principal consumption of ornamental furs is in China, Turkey, Russia, France, England, and Germany. In the hatting furs the trade is carried on to a great extent in London and New York, and in less degree throughout Europe, except in Turkey. And it is a remarkable feature of the fur trade, that all those places which produce furs, also require others, seldom using the furs which are there produced, but often preferring such as are brought from the greatest distance. For particulars of each fur, see its names *Badger*, *Bear*, *Chinchilla*, &c., also *Skins*.

FURLONG. An English measure of length,

equal to the eighth part of a mile, or 220 yards.

FUSTIAN. A coarse, thick, cotton stuff, made chiefly in Lancashire and Yorkshire, and of which there are several varieties, as pillow, barragan, corduroy, velveret, velveteen, beaverteen, moleskin and thickset. These are for the most part twilled and dyed of a dark color.

FUSTIC WOOD, is of a yellow color, and contains great quantities of coloring matter, forming the most durable of all the yellow dyes, which is mostly used in compounding green, and a variety of drab and olive colors, as when employed alone it is dull and deficient in clearness. This wood is the produce of the *Broussonetia tinctoria*, a tree allied to the mulberry, inhabiting the West Indies, Mexico, Brazil, Colombia, and particularly abundant in Campeachy, whence it is exported very extensively. It is described as attaining the height of 60 feet in the West Indies, but in Louisiana it scarcely reached to 60 feet.

FUTROCKS OR FOOT HOOKS. The middle division of a ship's timbers, or those parts which are situated between the floor and the top timbers; those next the keel are called ground futrocks, and the rest upper futrocks.

FUTROCK PLATES. Certain iron plates used in ship-building, the upper part whereof is open like a ring to fit the dead eyes in, and round holes are punched at the lower end of these plates for the futtock shrouds to hook in, or bolts to be driven through when used for the lower shrouds.

FUTROCK SHROUDS.—See *Shrouds*.

FUTROCK STAVE. A short piece of rope served over with spun-yarn, to which the shrouds are confined at the cat-harpings.



THIS, the seventh letter in our alphabet, is the third in the Greek and Oriental tongues. It is not used in modern abbreviations, unless upon our coins for *gratia*, as D. G. *Dei gratia*, by the grace of God, and also occasionally for gallon, though gal. is the more frequent. Upon French coins G signifies the city of Poitiers.

GABANAGE. Wrappers in which Irish goods are packed up.

GANTAM OR GANTON. A measure for rice in various parts of the East Indies.

GAFF. In small ships, a sort of boom used to extend the upper edge of the mizen, and always employed for the same purpose on

those sails whose foremost edges are joined to the masts by hoops or lacing, and which are usually extended by a boom below; such are the main sails of all sloops, brigs, and schooners.

GAFF TOPSAIL. A light quadrilateral sail, the head being extended on a small gaff which hoists on the topmast, and the foot spreading to the extent of the lower gaff. A view of these two gaffs is seen under the word *Hatch Boat*.

GAGE.—See *Weather Gage*.

GAIN THE WIND OF A SHIP. In navigation, is to arrive on the weather side or to windward of some other vessel in sight, when both are plying to windward, or sailing as near the wind as possible.

GAL

GALANGAL. A brown tuberous root with a faint aromatic smell and pungent taste, like a mixture of pepper and ginger. There are two kinds, of which the larger, produced by *Alpinia galanga*, is the strongest, but not the best. It is brought from China, Sumatra, and Java, in pieces about an inch long, and less than half an inch thick. It is used sometimes in pickles, and also for medical purposes, although now of little moment in either respect.

GALBANUM. The concrete juice of the *Budon galbaniferum*, a shrubby plant belonging to the natural order umbelliferae, and usually imported from Syria, Persia, and the East Indies. This gum resin comes in the state of large, soft, ductile masses, of a whitish color, becoming yellowish with age, and possessing an acrid bitter taste, with a strong disagreeable odour. It is used partially in medicine; the duty is 1s. per cwt.

GALE OF WIND. A phrase used by sailors to signify a storm or tempest. A hard gale is the strongest. A fresh gale is the next degree less, and may be considered as not too strong for a ship to carry single-reefed topsails in it when close hauled. A top-gallant gale implies that sort of wind in which a ship may carry her top-gallant sails.

GALENA OR LEAD GLANCE. A native sulphuret of lead, found in most of the lead mines in Derbyshire, Scotland, &c., indeed it is more abundant than any other form of lead, so that almost all of that metal is procured from galena. It usually occurs in heavy, shining, lead-colored, cubical masses. When in a state of powder it is called alquifoux, and as such it is used in glazing pottery.

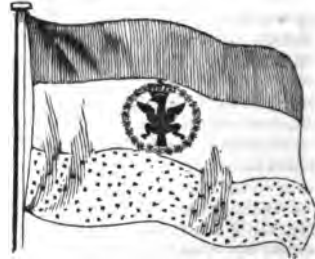
GALICIA. A province of Spain, bounded N. and W. by the sea, E. by Asturia and Leon, and S. by Portugal, from which it is separated by the river Mimbo. The inhabitants are called Gallegos. Previous to 1474, it was a distinct kingdom, and still retains the title of one, bearing a flag, which is as follows: it has but little commerce, and that little is carried on at its chief town Corunna.



GAL

GALLED. The state of a mast, yard, rope, cable, &c. when injured by friction.

GALLEON. A name formerly given to ships of war, furnished with three or four batteries of cannon. The term is retained now only by the Spaniards, and applied to the largest size of their merchant ships employed in West India voyages, and usually furnished with four decks. They likewise bestow the same name on those vessels, whether great or small, which proceed annually to Vera Cruz. The Spanish galleon bears the following flag:—



GALLERY. A balcony projecting from the stem or quarter of a man of war or a large merchantman. The stern gallery is wholly at the stern of the ship, and is usually decorated with a balustrade, extending from one side of the ship to the other. The roof of it is formed of a sort of vault called a cove, which is frequently ornamented with sculpture. The quarter galleries project on each quarter, and are usually fitted up as water closets. Ships often have quarter galleries, but no stern galleries.

GALLEY. A kind of low flat-built vessel, furnished with one deck, and navigated with sails and oars, most common in the Mediterranean. Of this description were for the most part the vessels of the Greeks, Romans, and Carthaginians, although called by them ships. These were sometimes decorated with much magnificence. The rowers sat upon two, three, or more benches, the oars projecting through the sides of the galley, as is seen in the annexed representation of a Grecian galley.



The largest galleys ever constructed were those belonging to the Venetians during the continuance of their political and commercial importance; some of them were 160 feet long by 32 wide, and were furnished with three masts and thirty-two banks of oars, each bank containing two oars, which were managed by six or seven slaves chained thereto. In the fore part were three batteries of cannon. Smaller vessels on the same construction are called half galleys and quarter galleys. These have two masts only. These vessels, one of which is represented beneath, is of little use, except in fine weather, notwithstanding they are esteemed convenient for bombarding or making a descent upon an enemy's coast, as drawing but little water, and therefore like our gun boats, being enabled to get under the guns of a battery, and to keep under the quarter of a ship of war, and thus out of the way of her guns.



GALLEY OR COOK ROOM OF A SHIP. The name of that part of a ship where the grates are put up, fires lighted, and the victuals cooked. In East India ships it is usually termed the cook room; on board merchant-men of a smaller size, it is called the coboose.

GALLEY, Row. The name given to an open boat, rowing six or eight oars, and used on the river Thames by custom house officers, and also for pleasure.

GALLIOT. A Dutch vessel, carrying a main and a mizen mast, and a large gaff mainsail. The mast is supported by four or



five pair of shrouds, and a stay which sets up to the stem; over this stay is another that leads to the bowsprit.

GALLIPOLI OIL. The produce of the provinces of Puglia and Calabria Ultra in Italy. It is an olive oil, and much used in the woollen manufacture.

GALLON. An English measure of capacity equal to four quarts.

The old wine gallon contained 231 cubic inches.

The old beer gallon 282 ditto.

The present imperial gallon.. 277-274 ditto.

GALLOON. A narrow kind of ribbon, used for binding shoes, garments, &c.

GALLOWES BITS. On flush decks the name of a strong frame of oak, about 8 inches square, made in the form of a gallows, and fixed at the fore and main hatchway to support the spare topmasts, yards, booms, &c.

GALLS OR NUT GALLS. A gall is any protuberance or tumour produced by the puncture of insects on plants and trees of different kinds. Those used in commerce are as hard as the wood of the tree itself upon which they are found, and about the size of a hazel nut, whence the name. Oak galls put in a solution of vitriol in water give it a purple color, which as it grows stronger becomes black, and on this property depends the art of making our writing ink and black dyes. The species of oak which produces the galls that are used in dyeing, (*Quercus infectoria*,) is of a shrubby character, and inhabits Syria and Asia Minor. It does not attain a greater height than 4 or 5 feet, and usually has very numerous and straggling branches. The galls are of the nature of wood, usually round, and studded with protuberances. Those which are gathered before the departure of the insect are most esteemed, and have a blueish color. The whitest are cheapest, and are sometimes dyed blue, but the deception may be detected by the hole made by the insect in escaping from the inside. Gall nuts are powerfully astringent, and are frequently employed in medicine, as also in dyeing and ink making. They are imported from Smyrna, and other places in the Levant, especially from Aleppo, to which place they are brought by the Curds from the west bank of the Tigris. The duty was



reduced in 1842 from 2s. to 1s. the cwt.; the duty realized in 1841, £452. They are imported in bags weighing 1 cwt., and in chests weighing from 2 to 3 cwt. each.

GAMBOGE. A gum resin said to be produced from the *Garcinia gambodia*, a large tree growing in India, Cochinchina, Ceylon, Siam, and Cambodia. The leaves are opposite, smooth, oval, and acute; the flowers few and terminal, of a yellowish color; the fruit is about the size of an orange, and has a slightly acid taste. Gamboge, which is the inspissated juice of the tree, is obtained in commerce in masses of a dull orange color, possessing no smell, but having an acrid taste, which is very slowly developed. When ignited, it melts, throws out a dense smoke with sparks, is soluble, or more properly, diffusible in water, affording a beautiful color, very much employed by painters in water colors. It is also used to stain wood in imitation of box, and the tincture enters into the composition of gold-colored lacker, or the varnish with which new brass work is overlaid. Its medical properties are violently purgative. The duty is 1s. per cwt.

GAMMONING THE BOWSPRIT. The act of binding the inner quarter of the bowsprit close down to the ship's stem, in order to enable it the better to support the stays of the foremast, and carry sail in the fore part of the vessel. This is performed by passing seven or eight turns of a rope round the bowsprit, and through a large hole called the gammoning hole, in the stem or knee of the head, afterwards all the turns are drawn together as tight as possible, and the opposite strands braced together under the bowsprit.

GANGES BOAT. Independent of the European vessels common on the Ganges, and the native canoes, is a boat of the following character. It is a large vessel, used both for the conveyance of passengers and goods. It has but one mast and sail.



GANGWAY. A narrow platform or range of planks laid horizontally along the upper part of a ship's side from the quarter deck to the forecastle, and is peculiar to ships that are deep-waisted, to prevent the necessity in walking fore and aft of descending each time into the waist. In river steamers a gangway or gangboard, as it is sometimes called, extends from one paddle box to the other, that the pilot may keep a good look out, lest danger should arise to other and smaller vessels being in the way and otherwise unseen. Gangway is also that part of a ship's side, both within and without, by which persons enter and depart. A third gangway is a narrow passage left in the hold when a ship is laden, in order to examine the state of the ship, cargo, or stores.

GARBLE. The dross and refuse of spices and drugs. These articles are said to be garbled when broken into small pieces.

GARBLING. The picking out the worst of any commodity.

GARBOARD STREAK. The first range or streak of planks laid upon a ship's bottom next the keel throughout the whole length of the floor.

GARCE OR GARSE. An East Indian measure for grain = 100,000 cubic inches.

GARNET. A sort of tackle fixed to the mainstay of a merchant ship, and which is used to hoist the cargo in or out at the time of landing and delivering her.

GARNET. One of the most beautiful of the precious stones, whether we consider the perfection of its crystallizations, its varieties of colors, or the degree of lustre and transparency which garnets often possess. Its prevailing color is red of all shades, but it is often brown, and occasionally green, yellow or black. There are various kinds of garnets, some cheap and common. The precious garnet is always red, it occurs in Greenland, at Fahlun in Sweden, and still finer in Ceylon, Pegu, Brazil and Bohemia. The precious garnet, and another variety of it, called *Pyrope*, and which is always found in grains, is used in jewellery for brooches, rings, necklaces, &c. The powder of the garnet is used in polishing hard bodies, and is sometimes called red emery.

GASKET. A platted cord, fastened to the sailyards of a ship, and used to furl or tie up the sail firmly to the yard, by wrapping it round both six or seven times, the turns being at a competent distance from each other. Large sails have several gaskets, called by the names of the bunt gasket, quarter gasket, yardarm gasket, &c.; the first for the middle, the second for the quarter or halfway to the end of the yard, and the third for its extremity.

GASS. A money of account at Muscat = 1½d. English nearly.

GAU

GAUGE POINT. A term used in guaging to denote the diameter of a cylinder, whose altitude is 1 inch, and its content equal to that of a unit of a given measure. For example, the old wine gallon contained 231 cubic inches. The diameter of a cylinder of the same capacity whose altitude is 1 inch is 17.15 inches, which therefore is the gauge point for this measure.

GAUGERS are certain responsible officers of the revenue attached to the departments of the customs and excise, whose duty it is to examine and ascertain the contents of vessels of capacity, of wine, spirits, oil, &c. upon the importation and exportation thereof, and mark them accordingly.

GAUGING. The measuring the capacity of vessels, chiefly casks, barrels, vats, &c., and determining the contents of the substances contained in them. This definition includes both guaging, properly so called, and ullaging. Gauging ascertains the contents of a vessel only when that vessel is full, or in other words, the capacity of the vessel itself, while ullaging measures those contents when the vessel is only partly filled.

GAUZE. A thin transparent stuff, sometimes woven with silk, sometimes only of thread. Gauzes are either plain or figured. Gauzes of excellent quality have of late years been manufactured at Paisley.

GAVERLKIND. An old English custom, by which all the lands in the county of Kent, except those especially exempted, are at the death of their occupier equally divided among all his sons, or the land of the brother among all his brethren if he have no children of his own.

GENERAL AVERAGE.—See *Average*.

GENERAL ISSUE. In law, is that plea which denotes at once the whole declaration or indictment, without offering any special matter by which to evade it. It is called the general issue, because by importing an absolute and general denial of what is alleged in the declaration, it amounts at once to an issue, or fact affirmed on one side, and denied on the other. This is the ordinary plea upon which most causes are tried, and is now almost invariably used in all criminal cases, as it denies every thing and requires the prosecutor to prove all that he has stated.

GENEVA. A Protestant canton, and also a city of Switzerland. It stands on a lake of the same name, is well built and fortified, and enriched by commerce and manufactures. The river Rhone divides it into three unequal parts. There are at the present time about 2,500 of the inhabitants engaged in the watch business, making about 70,000 watches annually, one half of which are of gold. The occupation of a great portion of the rest is the making of watch-maker's tools, mathematical and surgical instruments, and jewel-

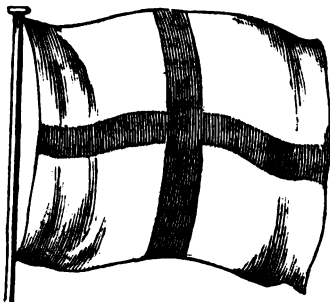
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lery. Besides these manufactures, there are factories for chintz, woollens, muslins, gold lace, silks and porcelain. The situation of Geneva is beautiful beyond description.

GENOA. A Sardinian dukedom, and a city on the Mediterranean sea, which here forms the gulf of Genoa. The spacious harbour is inclosed and made secure by two moles, and the city lies in a semicircular form around it.



A considerable trade is carried on in olive oil and fruit. There are also manufactures of silks, particularly of rich velvets, damasks and stockings, which employ about 1500 looms; also of cloth, cotton hose, hats, macaroni, candied fruits, chocolate, white lead, &c. The silk is obtained partly in the province itself, and partly brought from the rest of Italy. Genoa, although annexed to Sardinia, is a free city, and has its own political and commercial institutions. The flag of Genoa is given beneath.



GENTIAN. That particular species of the family of Gentian plants, which is the well known bitter so much used in medicine as a tonic, is called *Gentiana lutea*. It is a noble plant, growing 3 or 4 feet in height, has broad oval leaves, and numerous large yellow flowers. The whole plant is bitter to the taste, but it is the roots which are used; these are dug up from the wild plants and dried, when they are fit for exportation. They are about an inch thick, externally of a brown color, with a faint aromatic odour. The duty is 5s. the ton; 650 tons were imported in 1841.

GERMAN SILVER. An alloy, called also *pakfong* or white copper, composed according to quality of various proportions of copper,

GER

sinc and nickel. The proportions for the best quality are one half copper, one quarter each of zinc and nickel. Most articles used as plate, such as spoons, forks, candlesticks, dish covers, &c. are now made of this mixed metal.

GERMANY. An extensive country situated in the centre of Europe, and divided into several states, of unequal dimensions and importance. It extends from $5^{\circ} 20'$ to $20^{\circ} 20'$ E. lon., and from 45° to 55° N. lat., with an area of 250,000 square miles. It is watered by numerous navigable rivers; the chief of which are the Rhine, Danube, Weser, Oder, and the Elbe. The northern part is level, the southern mountainous, and altogether moderately fertile, with a healthy climate; the population is rated at 39,000,000. Germany is rich in natural, in agricultural, and in manufacturing produce. Various kinds of grain are produced in sufficient quantity for exportation; also great abundance of garden vegetables, fruit, seeds, &c. The mineral kingdom produces gold, silver, quicksilver, tin, lead, copper, and other metals, various gems, and almost all useful minerals of a stony character, as slate, clay, lime, &c. The principal objects of German manufacture are linen, woollens, silk, leather, and cotton goods, lace, paper hangings, paper, glass, mirrors, porcelain, delf ware, gold, silver, iron and steel wares, guns, and sword blades, musical and other instruments, watches, and lackered ware, wooden clocks, vitriol, alum, sugar, tobacco, beer, brandy, and cordials. Commerce is carried on by land and sea, but is much discouraged by the many custom-house barriers between the different states. The exports are wood, grain, wine, linen, thread, iron and steel wares, toys, porcelain, looking glasses, cattle particularly draught horses, fruits, wool, salt, minerals, amber, smoked meats, smalt, bees' wax, woollen and cotton goods, lace, &c. The imports are wine, cordials, tobacco, tropical fruits, spices, sugar, coffee, tea, silk, cotton, and fine woollen goods, millinery, and ornaments. The principal commercial ports are *Hamburg, Bremen, Embden, Lubeck, Stretton, and Trieste*; see these words, also *Frankfort, Leipsic, Vienna, &c.* At the German fairs business to the amount of more than £5,000,000 is annually transacted. They collect persons from all parts of Europe. Those of Frankfort and Leipsic are the most important. The bulk of foreign manufactures which they bring into Germany is again exported.

GHEE. A butter made from the milk of buffaloes. It is in a liquid state, and is carried in bottles called duffers, made of skins, and holding from 20 to 40 lbs. weight. Ghee is an article of considerable trade throughout all the eastern nations, the climate prevent-

GIB

ing the use of hard butter, as with us, even did it not turn rancid, which it does very rapidly, whereas ghee will keep for a long period.

GIBRALTAR. This rocky promontory, situated at the extreme south of Spain, is little known in a commercial point of view, except as a dépôt for goods, but yet forms one of our most important possessions, being the key to the entrance of the Mediterranean, and so situated as completely to command the strait, which itself is impregnable against all attacks. It is kept up in time of peace at a yearly expense of £200,000. The revenue drawn from it is not more than £40,000. The town of Gibraltar stands not on the promontory, but at its foot, and on the north-west side.



Its bay is 9 miles long and 5 broad, and forms a convenient naval station. The houses have flat roofs, large bow windows, and are generally painted black, in order as much as possible to deaden the reflection of the sun's rays. One large street traverses almost the whole town, it is nearly half a mile in length, and full of shops. The place is a general dépôt for the manufactures of Britain, and other produce; such as sugar, rum, tobacco, rice, flour, fruit, wine, silk and wax. It is also a great naval station. Annexed is the colonial seal of Gibraltar.



GILD.—See *Guild*.

GILDER.—See *Guilder*.

GILL. A measure of capacity equal to a quarter of a pint.

GIMBALS. The brass rings by which a sea compass or other sea instrument is suspended, so as to counteract the effects of the ship's

GIM

motion, and kept the working part of the instrument steady.

GIMBLETING. A term applied to the anchor to denote the action of turning it round by the stock, so that the motion of the stock resembles that of the handle of a gimblet when in use.

GIMP. Silk twist interwoven with wire.

GIN. GENEVA. The second name of this well-known liquor is given to it because of its having been made in imitation of the Dutch liquor of that name. Gin is made by putting a pure or clean spirit into a still, and adding the flavoring ingredients; distillation is then carried on; the spirituous steam which rises, and which flows in a condensed and liquid state from the worm, is raw gin. Water is added to this to reduce it to a required strength, and which ought to be 23 per cent. under hydrometer proof; the water and spirit are *roused* together, and a small quantity of alum is added; this clarifies it after standing some hours. It is subsequently drawn off, and in that state sent by the distiller to the publican, under the general name of unsweetened gin. To prepare it for sale, loaf sugar to the amount of about 1 lb. per 5 gallons is added; it is then called sweetened gin, and is that commonly consumed. The following is the nature and proportions of ingredients used by one celebrated distiller in London:—To 140 gallons of spirit at hydrometer proof, add 20 lbs of juniper berries, 15 lbs. of coriander seed, $\frac{1}{4}$ lb. of angelica root, and 2 ounces of cassia. It may be remarked, however, that every rectifier has his own flavor. The juniper is the most important ingredient, and is never omitted; the tendency which this has to carry the liquid in which it is mixed through the kidneys, renders gin a valuable drink in cases of dropsy and some other disorders. An enormous quantity of gin is consumed yearly by the lower orders of London, and a few other populous parts of England. Whiskey is preferred in Ireland and Scotland.—See *Hollands*.

GINGER. An East Indian plant, named *Amomum zingiber*, belonging to the natural order *caninae*. The root is of the size of the finger, knotty, creeping, and producing three or four fertile stems, about 2 feet high, which are provided with lance-shaped leaves 7 or 8 inches in length, disposed alternately on two opposite sides of the stem. It grows in moist places in various parts of tropical Asia and the East Indies, and has been cultivated to some extent in the West Indies, particularly in Jamaica. The root has an aromatic pungent taste, and is much used by the inhabitants as a condiment, and sometimes when green, and mixed with other herbs, as a salad. It is also candied, and forms an excellent preserve. There are two varieties,

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the white and the black. The white ginger is by the far the best; it is white both externally and internally, and easily crumbles. It is prepared by peeling the root, and drying it in the sun. The black ginger is made of the oldest and most inferior roots by dipping them in boiling water after peeling and previous to drying them. The texture of them is more horny, and of inferior pungency. The duty upon raw ginger is 10s. per cwt. from foreign countries; 5s. from our own possessions. It realized in 1841 the sum of £6,228.



GINSENG. The root of this plant has been celebrated for a long time among the Chinese, entering into the composition of every medicine used by the higher classes. The plant, which is the *Panax quinquefolium* of botanists, is herbaceous, about a foot high, upright, and very simple. It is said to be a native of Tartary, where it is collected with many precautions by the Chinese and Tartars, at the commencement of spring and the latter part of autumn, and was once so rare as to bring three times its weight in silver. From China it was imported into Japan, whence it was obtained by the Dutch, who first brought it into Europe. Notwithstanding the extravagant price and high reputation which ginseng has obtained, it appears possessed of very little efficacy; the taste is sweet and mucilaginous, accompanied with some bitterness, and also slightly aromatic. The same plant inhabits America; chiefly near or upon the Alleghany mountains, and has been exported to China in such quantities as very much to reduce the price. It is not used in medicine in this country.

GIRT. The situation of a ship which is moored so taught by her cables extending from the hawse to two distant anchors, as to be prevented from swinging or turning about, according to any change of the wind or tide, to the current of which her head would otherwise tend.

GIRT LINE. A rope passing through a single block, on the head of the lower masts, to hoist up the rigging thereof, and the persons employed to place the rigging and cross trees upon the mast heads. The girt line is therefore the first rope employed to rig a ship, after which operation it is removed till the ship is to be unrigged.

GIRTH. The circumference of any thing, as a piece of timber.

GIVE WAY. The order to a boat's crew to row after having been at rest for a short time, or to increase their exertions if they were before rowing. To *give way together*, is also the order to keep time together in rowing, so that the oars shall all rise and dip at the same time, and thus the efforts of all be concentrated.

GIVE CHASE. To pursue a ship or fleet.

GLASGOW. The commercial capital of Scotland, and in population the third town in Great Britain, and the rival of Manchester in her manufactures, stands on both banks of the Clyde; the city on the northern side being connected with the suburbs on the other by means of four bridges. The harbour is at the Broomielaw, where there is an extensive quay along the Clyde, yet Glasgow suffers much from the shallowness of some parts of the river, which does not allow large vessels to come up to the port. This city depends therefore upon Grenock and Liverpool for its chief supplies of cotton. But these are so extensive that they amount to as much as £4,000,000 sterling annually. Glasgow was one of the first places which adopted the invention of power looms in which weaving is performed by machinery, and she has now 10,000 of these, besides 20,000 worked by hand. The immense quantity of coal found in the neighbourhood encourages numerous manufactures, besides those of cotton; there are therefore at Glasgow very extensive bleaching and chemical works, founderies for iron, brass and other metals, making of machinery, steam engines, &c. Glasgow is a well-built city, yet contains much squalidness and filth in its lower neighbourhoods.



GLASS. A sailor's term for a telescope; thus the night glass is the telescope used at night. The hour glass and half hour glass are used instead of a clock at sea, and by the running of sand through the perforation in

the centre indicate the time of the watch and other matters. The half and quarter minute glass are used to ascertain the ship's velocity by the addition of the log. To *flog or sweat the glass*, is to turn it before the sand has quite run out, and thereby to gain a few minutes each half hour: thus making the watch too short, the half hour glass being the most commonly used for indicating the duration of the time the men remain on deck.

GLASS. An artificial transparent substance, made by fusing various salts and metallic oxides with silicious earths. There are several distinct species of glass at present manufactured. *Flint glass*, which is composed of purified white sand, or else flints, calcined and powdered, 100 parts; litharge or red lead 60 parts; pearlash 30 parts. *Plate glass*.—300 lbs. of fine sand; 200 lbs. of soda; 30 lbs. of lime; 2 lbs. of magnesia; 3 ounces of cobalt azure; 300 lbs. of fragments of good glass. *Crown, or best window glass*.—300 parts of soda; 300 parts of fine sand; 33 parts of lime; 250 fragments of glass. *Green window, or broad glass*.—11 lbs. of dry Glauber salt; 10 lbs. of soda; half a bushel of soap makers' waste; 50 lbs. of sand; 22 lbs. of glass pot skimmings; 1 cwt. of broken green glass. *Bottle glass*.—White sand 100 parts; kelp from 30 to 40 parts; lixiviated wood ashes from 160 to 170 parts; fresh wood ashes from 130 to 140 parts; potter's clay from 80 to 100 parts; cullet or broken glass, 100 parts. The furnaces which are used in the manufacture of the various kinds of glass are constructed upon principles and in forms very different from other furnaces.

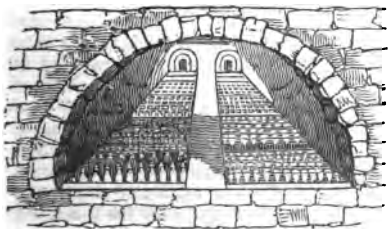


The foregoing cut exhibits one of the furnaces as employed in the manufacture and blowing of flint glass: it is a circular brick building, having a number of doors or apertures around its sides, each like the door of an oven. It is contracted into a dome at the top, with a small chimney above. Sometimes the fuel is cast into the chimney; at other times there are fire-places in the story beneath. To each door there is a glass pot, or crucible, full of the melted metal, and a workman belongs to each of these pots, so that the furnace affords materials to as many workmen

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as there are openings in the side; these openings may be six, eight, or more in number. The whole is of course lined with fire brick.

The art of glass blowing, or converting melted glass into the form requisite for the various utensils made from it, is performed by the workman taking in hand a long hollow tube of iron, called a blow-pipe; dipping this into the glass pot, it will take up a portion of the melted glass or *metal*, as it is called by the workmen: then being withdrawn from the furnace, with the *metal* attached to it, the workman blows into the opposite end of the tube; the *metal* yields to the impulse of the breath, swells out like a bladder would under similar circumstances, and becomes a round hollow ball, which the workman fashions by rolling, pressing, and bending, while in a fluid state, into any required shape or size. Glass when it comes from the hands of the blower is exceedingly brittle, and unfit to bear sudden changes of temperature. To render it more tough it is placed in an oven, where it is first heated, and afterwards suffered to cool very gradually, by which gradual cooling, called annealing, the purpose is accomplished. The following is an internal view of the furnace, the open end being nearest the eye; the further end being inclosed by doors to confine the heat in that part, having also a furnace beneath it:—



Each kind of glass is subject to especial excise regulations in its manufacture. Every glass maker is to make entry of his premises and utensils, which are to be marked with particular numbers, and the officers are empowered to survey. Pots for making plate or flint glass are not to be put into the annealing oven, until they have been examined, gauged, &c. Makers to give two hours notice previous to beginning to heat the annealing oven, and a like notice previous to beginning to fill and charge pots with materials, and before setting pots in the furnace. Metal, that is the glass, not to be added after gauge. Allowance may be made for the loss of glass from the pot breaking or cracking; also for waste. There are very numerous other regulations, all of which are carefully collected in *Bateman's Excise Officer's Guide*. The licence for a glass maker is 20 guineas annually.

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The duties upon the various kinds of glass are as follows:—

	IMPORT.			EXCISE.		
	£.	s.	d.	£.	s.	d.
Crown or window glass	1	10	0	5	3	0
Flint and cut glass,						
$\frac{1}{4}$ cent.	30	0	0	1	0	0
German sheet glass	1	10	0	4	4	0
Glass not more than $\frac{1}{8}$ inch thick, silvered glass and plate glass, in panes not more than 9 square feet	0	4	0			
In panes from 9 to 14 ft.	0	5	0			
— 14 to 36 ft.	0	6	0			
— more than 36 ft.	0	7	0			
Broken glass & manufactures, not otherwise enumerated or described	1	0	0	1	0	0
Glass paintings $\frac{1}{4}$ cent.	5	0	0	0	4	0
Glass bottles, covered with wicker	0	4	0	0	7	0
Glass beads and bugles	0	0	3			

Glass when imported pays both of the above attached duties upon importation, but when made in England, Scotland or Ireland, it is subject to the above excise duties only. The excise duties being levied for some kinds upon the materials when fluxed, these duties are £3 per cwt. upon plate glass, and 6s. 6d. per 100 lbs. upon flint glass. Window glass £3 13s. 6d. per cwt.; common bottles 7s. per cwt. There is a bounty allowed upon exportation equal to the whole duty levied, making a proper allowance for the weight of glass which a requisite quantity of the materials will make.

GLOBULAR CHART.—See *Chart*.

GLOVES. These well-known coverings for the hands are made either of leather, silk, cotton or wool. The chief seats of the leather glove manufacture are Woodstock, Worcester, London, Yeovil, Ludlow and Leominster. Some gloves are sewed by machinery, the rest by the hand labor of women and girls. It has been estimated that Worcester alone produces as many as 42,000 pairs of beaver leather gloves annually, and nearly 500,000 pairs of those made from kid and lamb skin. Cotton gloves are manufactured chiefly at Nottingham. Upon an average 120 lambskins will make 18 dozen pairs of gloves. Leather gloves when imported pay the following duties:—

	s.	d.
Habit Mitts	2	4
Habit Gloves	3	6
Mens' Gloves	3	6
Womens' Gloves	4	6

They must be imported in packages containing each 100 dozen pairs at the least, and in vessels of 70 tons burden or upward, on penalty of forfeiture.

GLUE. A gelatinous cement, used to promote the adherence of the parts of certain wooden and other articles with each other. It is prepared from the clippings of hides, hoofs, &c. in the following manner:—They are first washed in lime water, and afterwards boiled and skimmed, the solution is then strained through baskets, and gently evaporated to a due consistency; then cooled in wooden moulds, cut into slices and dried upon nets. Good glue is semi-transparent, deep brown, and free from spots and clouds.

GOAT SKINS. The skin of the goat is peculiarly adapted to the glove manufacture, and the skin of the chamois goat is also in high esteem, as yielding fine leather, whereof gloves of peculiar softness are made. Undressed goat skins pay a duty of 3*d.* or 2*d.* per dozen. Tanned, tawed or dressed ditto, 5*s.* or 2*s.* 6*d.*—See *Kid*.

GOLD. (*Gold Ger. Goud Du. Guild Da. and Swe. Or Fr. Oro Ital. and Spa. Oiro, Ouro Port. Soloto Russ. Tibr and Zereb Arab.*) This is the only metal which in its pure state has a yellow color; it is easily detected from yellow alloys by not dissolving in nitric acid. It is the most malleable of all the metals, is soft and flexible, but very strong and tenacious. It remains unchanged by fire or contact with the atmosphere. The principal use of gold, as is well known, is in coinage, for articles of luxurious ornament, and in the state of leaf gold for gilding. This metal occurs in most parts of the world, though in the colder countries only in small quantities, except in the Ural mountains of Russia, and even here the amount is greatly less than in the hotter regions of the globe, particularly the mountains of Peru, Chili, Mexico, and in the streams of Guinea, Brazil, Sumatra, Borneo, &c.

GOLDSMITH OR SILVERSMITH. A worker in gold or silver, as to the making of vessels, utensils and ornaments. All the articles manufactured in the precious metals must be assayed or proved at the hall of the goldsmith's company. This fraternity, which constitutes the fifth of the livery companies of London, appears to be of great antiquity, for in 26 Hen. II. (1180,) it was among other guilds amerced for being *Adulterine*, that is set up without the king's especial licence. Edward III. in consideration of 10 marks, incorporated this company by his letters patent, anno 1327, by the name of the "Wardens and Commonalty of the Mystery of Goldsmiths of the City of London." Edward IV, in the year 1462, not only confirmed the society a body politic and corporate, to have perpetual succession, and a common seal for transacting the company's business. By the said grant, Edward invested the corporation with a privilege of inspecting, trying, and regulating all gold and silver

wares, not only in the city, but likewise in all parts of the kingdom; with a power to punish all offenders concerned in working adulterated gold and silver, and a privilege of making bye-laws for their better government. Since this time the goldsmith's company have always had the power of stamping all articles of the precious metals as proof of their quality, and also the assaying of the coin of the realm. (*See Assay and Pis.*) Their affairs are governed by a prince and three other wardens, and a court of ninety-eight assistants. The company is very rich, and pays £1000 annually in charitable purposes. Their arms, crest, supporters, and motto, are as under. Goldsmith's Hall is in Foster Lane, and admittedly one of the finest buildings in London.



GOMUTI OR EJOO. A black fibrous substance, resembling horse hair, produced in the East Indian islands between the trunk and the leaves of a species of palm, called also Gomuti, or by botanists *Borassus Gomutus*. Its fibres are strong and durable, but not pliant. It is used very generally in the eastern seas for the standing rigging of ships, also for cables and hawsers, while the cocoa-nut fibre is better adapted on account of its greater pliancy for the running rigging. Both these articles, gomuti and coir, are the more valuable in hot countries, from their not requiring to be saturated with tar as hempen rope requires to be. That produced at Amboyna and the spice islands is considered of the best quality, that of Java being coarser and more woody.

GONDOLA. A sort of barge, sometimes curiously ornamented, and navigated on the canals of Venice; also a passage boat with



six or eight oars, used on the other parts of the coast of Italy. The rowers are called gondoliers. The middle-sized gondolas are upwards of 30 feet long and 4 broad; they always terminate at each end in a very sharp point, which is raised perpendicularly to the full height of a man.

GEODGEONS OR BRACES. Clamps of iron or other metal, bolted on the sternpost of a ship whereon to hang the rudder.

GOOD HOPE, CAPE OF.—See *Cape*.

GOODS. A general term for all descriptions of merchandize and manufactured articles, except documents and money. Goods, wares, and merchandize being either in part or wholly manufactured, and not being enumerated or described, nor otherwise charged with duty, and not prohibited to be imported into or used in Great Britain or Ireland, pay duty of £20 for every £100 value. The same description of goods not partly or wholly manufactured are liable to a duty of 5 per cent. The importation of foreign goods is also subject to the following customs' regulations:—
 "And whereas goods of foreign manufacture have been imported into the United Kingdom, and into the British possessions abroad, bearing the names, brands, or marks of manufacturers resident in the United Kingdom, to the great prejudice of such manufacturers; and whereas it is expedient that regulations should be made for the prevention of such importations; be it therefore enacted, that from and after the 5th of January, 1843, any articles of foreign manufacture, and any packages of such articles, imported into the United Kingdom, or into the British possessions abroad, bearing any names, brands, or marks, purporting to be the names, brands, or marks of manufacturers resident in the United Kingdom, shall be forfeited. That if, upon the examination of any goods entered to pay duty according to the value thereof, it shall appear to the officers of customs that such goods are not valued according to the true value thereof, it shall be lawful for such officers to detain and secure such goods, and within seven days from the day on which the goods shall be finally examined by the proper officers by virtue of a duty paid entry, if it be in England, or within ten days from such last-mentioned day if it be in any port in Scotland, Ireland, or the Isle of Man, to take such goods for the use of the crown; and the commissioners of her Majesty's customs shall thereupon cause the amount of such valuation, together with an addition of £10 per cent. thereon, and also the duties paid upon such entry, to be paid to the importer or proprietor of such goods in full satisfaction of the same."

GOOSE WINGS OF A SAIL. The clews or lower corners of a ship's mainsail or foresail, when the middle part is furled or tied up to

the yard. The goose wings are only used in a storm to scud before the wind, when the sail even diminished by a reef would be too great a pressure on the ship in that situation.

GORES. In sail making, triangular pieces of sailcloth introduced between the regular breadths to widen out the bottom of a sail; the cloths so cut are called also *goring cloths*.

GRACE, DAYS OF. A certain number of days allowed for the payment of a bill after the written term is expired. In Great Britain there are three days allowed upon every bill whether foreign or inland, or drawn *after sight* or date, and upon every promissory note; but if the last of the three days happen to fall on a Sunday, Christmas Day, Good Friday, or fast ordered by proclamation, the bill becomes due on the preceding day. Upon bill drawn at sight, or orders payable on demand, there are no days of grace allowed.

GRAIN. Corn of all sorts, as barley, oats, wheat, &c. Also a small weight, the twentieth part of a scruple in avoirdupoise weight, and the twenty-fourth part of a penny weight troy. It is a weight in most parts of the world, and in England was derived from the weight of a grain of wheat, taken from the middle of the ear. From the minuteness of the quantity when represented by a particle of metal, the term grain became the usual designation of any minute quantity; thus we speak of the grains or the component particles of sand, limestones, metals, and even of the fibres of wood; hence the expression, cross grained or across the grain. The refuse of malt after brewing are also called grains.

GRAINS OF PARADISE AND GUINEA GRAINS. Hot pungent seeds, produced the first in the East Indies, the last in Africa, from different species of cardamon, than the ordinary kinds of which they are more pungent. These seeds have been used in medicine, and also in the manufacture of beer and gin, on account of the warmth and agreeable bitterness with which they are imbued.

GRANADA. An extensive maritime province in the south of Spain, and also its chief city. The province borders the Mediterranean, and at its S.W. extremity approaches Gibraltar. It is extremely fertile and well watered, grows vines in abundance, although the wine made in Granada is indifferent. Silk is more attended to. Along the coast are raised indigo, coffee and sugar. The city is the seat of a university, and was the residence of the Moorish kings of Spain. The situation is highly romantic, but the buildings are rapidly falling into decay. Granada has various manufactures, such as silk and woollen stuffs; it has also a tannery, and a manufacture of gunpowder and saltpetre.

Granada is also one of the West India islands belonging to Britain. It is about 150 square miles in area, very diversified and beautiful.

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It produces great quantities of sugar, rum and molasses, also cocoa and cotton. The imports which consist chiefly of British manufactured goods amount to about £130,000 per annum, and the exports to £205,000. The revenue is greater than the government expenses by about £8000 per annum. The colonial seal of Granada is as follows :—



GRANILLA. The dust or small particles of the cochineal insect.

GRANO. The Italian name for a grain in weight ; also a money of account in Sicily and the kingdom of Naples, being in value the hundredth part of a ducat.

GRAPES. A well-known fruit, produced from different species of the vine. All the southern, and most of the central nations of Europe, cultivate the grape as the fruit upon which entirely depends the source of wealth of most of their thinly-populated and mountain districts, the wine produced from them, constituting not merely the ordinary drink of the inhabitants, but the better kinds of it finding a ready market in England, and those other countries where the temperature is scarcely sufficient to ripen the grape. The fruit itself has been imported in large quantities of late years, brought chiefly from Malaga and other parts of Spain in jars, the layers of fruit being separated by layers of sawdust. The duty upon fresh grapes is 5 per cent. *ad valorem*, and in 1841 this duty realised the sum of £1,686. For dried grapes, see *Raisins*.

GRAPHITE. The same as black lead, of which pencils are made.

GRAPLING OR GRAPNEL. A sort of small anchor or large drag fitted with four or five hooks, and commonly used instead of an anchor to fix small boats.

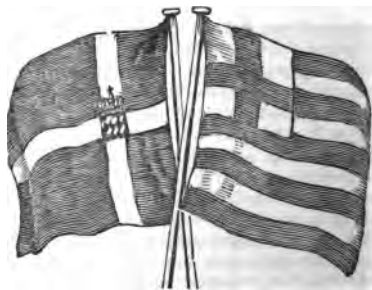
GRATINGS. An open covering for the hatches of a ship, made like trellice work, serving to give light to the lower apartments, and to permit a circulation of air.

GRAVING. The act of cleaning a ship's bottom when she is laid aground during the recess of the tide.

GREAT BRITAIN.—See *Britain, England, &c.*

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GREECE. This country bounded by the sea and by Turkey, and until lately united with and dependent upon that empire, has been raised from the extreme state of depression into which she had fallen chiefly by her commerce ; for as to the agriculture and manufacture, both are in a most wretched state, with the exception of a few fabrics in silk, carpets, net-work and Turkey leather. The supine ignorance of the Turks and their contempt of trade has thrown the principal portion of the traffic of their empire into the hands of the Greeks. A great impulse was given to it by the general war succeeding the French revolution, which left that of the Greeks for a long time the only neutral flag of Europe, so that she became the general carrier around the Mediterranean. The exports are cotton, tobacco, corn, wool, olive oil, currants, silk, cheese, cattle, dye stuffs, honey and fruits, altogether amounting some years since to £2,000,000 annually ; but the late contest with the Turks for independence has nearly crushed this rising commercial prosperity. The Greeks are excellent sailors still, and always have been, the insular character of the country fostering the love of the sea, and the necessity of becoming acquainted with it. The mercantile navy, which, including small craft, amounts to about 4,500 vessels, is navigated by nearly 16,000 frugal and hardy sailors, exclusive of 5000 in the Turkish service. The vessels both of war and for the merchant service are small, seldom exceeding 80 tons, but they are excellently managed and quick sailing vessels. The national flag of Greece is blue crossed with white, and with the arms and crest of the king in the centre. That appertaining to men of war is striped blue and white alternately. The upper and inner corner having a blue cross upon a white field ; both these flags are shown beneath :—



A Greek merchantman bears a flag compounded of the above two, as is represented on the left hand side of the next cut. There are also religious flags of the Greeks ; these are white, with a compound cross in the centre. In the country of Greece this cross

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is yellow, but the Greeks of Jerusalem have it red.



The monies and weights used in Modern Greece are those of the metrical system of France, but the following are chiefly in use. The *oke* = 2 lbs. 11½ oz. avoirdupoise, and the *cantar* or quintal = 44 okes or 119 lbs. avoirdupoise nearly. Distance is computed by the hour, one hour being equal to about three miles. Accounts are kept in drachmas of 100 centimes, the drachma being a silver coin equal to 8½d. English, or ⅓ of the French franc. There are other silver pieces of 5, ⅓ and ⅔ drachmas; gold coins for 20 and 40 drachmas, and copper for 1, 2, 5 and 10 centimes. The duties on exports average 3 per cent. The government is an hereditary monarchy, and nearly absolute.

GREEN CLOTH. A board or court of justice, held in an apartment of the queen's household, composed of the lord steward and the officers under him, who sit daily. This board has the charge of the queen's household in matters of justice and government, with a power to correct all offenders, and to maintain the peace of the verge or jurisdiction of the court royal, which extends for about 200 yards in every direction from the last or outer gate and walls of the palace in which the monarch resides. Without a warrant obtained from the court none of the royal servants can be arrested for debt.

GREENOCK. An important and convenient sea-port town, in Renfrewshire, Scotland, situated on the southern bank of the Firth of Clyde, and 22 miles below Glasgow. The outer harbour is narrowed by a sandbank of considerable breadth, at the tail or bottom of which there is abundance of water, room, and good anchorage for hundreds of vessels of any burden. Its principal imports are sugar, rum, coffee, cotton, timber, ashes, and grain from the West and East Indies, the Mediterranean, and North and South America. It also carries on an extensive coasting trade with the Western Islands and Ireland. The curing and exporting herrings forms an important branch of its trade; so also does

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ship building, sugar refining, and the manufacture of straw hats from native straw. There are also at Greenock two large iron foundries, two chain cable works, five rope grounds, two sail-cloth manufactories, several glass works, breweries and tanyards. Greenock is beautifully situated.

GRIPE OF A SHIP. The same as forefoot, also the sharpness of her stern under water. A ship is said to *gripe* when she runs to windward of her course, particularly when she sails with the wind on her beam or quarter.

GRIPES. A machine formed of an assemblage of ropes, hooks, and dead eyes, and used to secure the boats upon the deck of a ship at sea, and prevent them being shaken by the laboring of the vessel.

GRIST. Corn ready for grinding.

GROAT. An English silver coin, equal to 4d. value.

GROCER'S COMPANY. The second of the twelve great livery companies of London. They were anciently denominated *pepperers*, but obtained the name of *grocers* from their *grossing*, or dealing in large quantities, or in the gross; others say, from their wishing to engross all the trade of the other companies themselves. That the last is the real origin appears from the following words in the preamble of the Act of 37 Edw. III, regulating their trade. The words are, "That those merchants called *grossiers* had, by *covin*, (covenant) and by orders made among themselves in their fraternities or gilds *engrossed* all sorts of wares, whereby they suddenly raised the price of them, and that they had laid up other merchandizes until they had become dear." It is believed that the Levant and other merchant companies sprung out of this, as we know that the East India company did. They were incorporated by letters patent of Edward III, anno 1345, by the name of the "Wardens and Commonalty of the Mystery of Grocers of the City of London," which was confirmed by Henry VI, anno 1429. The company consists of four wardens, 52 assistants, and about 200 liverymen, whose fine upon admission is £20. The arms and motto are given beneath. It



has enrolled among its members five kings, several princes, eight dukes, three earls and 20 lords, besides numerous distinguished statesmen, naval and military officers, &c. The hall is in Grocer's Alley, Poultry. Their estates enable them to pay about £700 per annum in charitable donations.

GROGRAM. A thick material, originally made of silk and mohair; a particular kind of coarse woollen cloth is now so called.

GROMMET. A ring made of a rope, folded over and over, and used on shipboard to fasten the upper edge of a sail to its respective stay, in different places, by means of which the sail is accordingly hoisted or lowered.

GROSCHEN OR GROCHSEN. A small silver coin and money of account in various parts of Germany, equivalent to nearly 1/4d. sterling.

GROS DE NAPLES. A plain silken fabric, harder, closer, and thicker than sarsenet.

GROS DNE LIVES. A silken fabric, having a stripe formed transversely to its length.

GRASS, in merchandise, the quantity of twelve dozen. *Grass weight* is the whole weight of goods, with the package that contains them, and before any ordinary allowance for waste, &c. has been deducted.

GROUNDAGE. A duty paid in some places upon ships coming to anchor.

GROUND A SATE. To lay her on shore for the purpose of repair, or to run aground accidentally when under sail; or by the effects of a storm.

GROUND TACKLE. A general name for all the blocks, ropes, &c., which belong to an anchor or buoy.

GROUND TIE.—See *Tie*.

GROUND TOW. The loose hemp that comes off in making ropes.

GROUND WAYS. The name of large pieces of timber laid in a ship or dock to lay the blocks upon.

GROWING. In nautical language, is the direction which the cable takes from a ship to the anchor to which it belongs, as the cable grows on the starboard bow, that is, stretches out towards the starboard or right side.

GUALACUM. A wood used in the arts, and also a gum used in medicine. The wood is ordinarily known as *Ngumvita*. The gum alone, or rather the resin, for such it in reality is, goes by the name of gualacum: this is a solid friable substance, much resembling common resin, except in color, which is of a dusky greenish hue, and sometimes though less frequently of a reddish. It is very acrid and pungent to the taste, and when burnt smells rather agreeably.—See *Lignum Vitæ*.

GUANO. A substance found upon certain small islands, especially in the South Sea, which are the resort of vast flocks of birds, and chiefly composed of their excrement. It is said to form beds 50 or 60 feet in thick-

ness. It is an excellent manure, for which purpose it is imported in vast quantities.

GUARANTEE. A person that undertakes that certain stipulations should be fulfilled; also an instrument or deed in which such stipulations are specified and undertaken to be performed.

GUARD SHIP. A ship of war appointed to superintend the marine affairs in a harbour or river.

GUERNSEY. An island off the north coast of France, subject to England. Port St. Pierre is the only town, lat. 49°24', long. 2°36'. The harbour has a good roadstead, whence vessels may sail with any wind. The pier is a fine structure. The navigation of the coast is however dangerous, unless well-known, from the numerous rocky inlets and rocks, as well as the straits as apparent. The trade and produce of this island consists of cattle, paving stone, bricks, potatoes, fruit; the industry of the inhabitants is also directed to shipbuilding, fishing, and the making of various articles of confectionery. The importation of goods from Guernsey and the other channel islands of Jersey, Alderney and Sark; also from the Isle of Man in the Irish sea, is subject to the following customs' regulations:—"That all manufactures of the islands of Guernsey, Jersey, Alderney, Sark, or Man, made of materials of foreign origin or produce, or of materials liable to duty upon importation into the United Kingdom, and upon which no such duty has been paid, or upon which drawback of such duty has been allowed in the United Kingdom, except manufactures of linen and cotton made in and imported from the Isle of Man, shall, for the purposes of duty, be deemed and taken to be the produce of, and imported from a foreign country." The following is the colonial seal of Guernsey:—



GUEST ROPE OR GUEST ROPE. Any rope which is attached to a ship, and which is used to tow or to fasten a boat.

GUYANA OR GUYANA. A country at the north east extremity of South America, and divided into the British, French, and Dutch portion; a greater part of the country formerly belonging to Spain and to Portugal, are

now annexed; the former to Columbia, the latter to Brazil. British Guiana consists of three small colonies, Essequibo, Demerara and Berbice. The principal town is George Town. Dutch Guiana, also called Surinam, is watered by a river of that name. Paramaribo is the capital. French Guiana, called also Cayenne, has a capital of the same name, and which is situated on an island. Guiana is a mild climate for a tropical one, and extremely fertile. The products are rum, coffee, cotton and arrow root, in great quantities and of excellent quality. The colonial seal is annexed.



GUILD OR GILD. A society, fraternity, or company associated for carrying on commerce. The merchant guilds of our ancestors answered to our modern corporations, and also to the livery companies of London.

GUILDER. A silver coin of some of the Central States of Europe, also called the florin.—See *Florin*.

GUINEA. An English gold coin, worth 21 shillings sterling. Guineas are no longer used; they were first coined in the reign of Charles II. of gold which the English procured from Guinea, and hence the name of the coin.

GUINEA CLOTH, GUINEA KNIVES, &c. Mariners and merchants give the name of Guinea to a much larger extent of country along the African coast than is recognised by geographers, and in commerce several articles made for the African trade are called by this name.

GUINEA PEPPER.—See *Cayenne Pepper*.

GULF. A broad and capacious bay, comprehended between two promontories, and sometimes when it is very large, and the entrance to it narrow, taking the name of a sea.

GUM. A general name for various vegetable substances, known chemically by their making a mucilage with water, and not being soluble in spirits of wine. In commerce various resins and gum resins are confounded under this name, the chief of which are gums Senegal, Arabic, copal, animi, assafetida, ammoniacum, guaiacum, kino, mastic, tragacanth, euphorbium, shell lac, lac dye, and seed lac. All the above, for particulars of

which see their various names, are subjected to a duty of 1s. per cwt.

GUN. A general name for all fire-arms, or every implement which discharges a ball, shot, or other offensive matter, through a cylindrical barrel, by means of inflamed gunpowder. Pistols and mortars are exempt from the general appellation of gun.

GUN BOAT. A boat fitted to carry one or more cannon in the bow, so as to cannonade an enemy while she is endeavouring to advance towards them; they are principally useful in fine weather, smooth water and shallow ground, to cover the landing of troops.

GUNNY. A strong coarse sackcloth, manufactured in Bengal for making into bags, sacks, and packing generally.

GUNPOWDER. The well-known inflammable powder, composed of 76 parts of nitre, 9 of sulphur, and 15 of charcoal, reduced to powder and mixed intimately with each other. The manufacture and sale of gunpowder is regulated by many statutes. The exportation of gunpowder may be prohibited by order of council, as is also its importation, except by licence from her Majesty, and then only for furnishing the national stores at foreign places. No dealer is allowed to keep more than 200 lbs. of gunpowder, nor any person not a dealer more than 50 lbs. in London or Westminster, or within three miles thereof; or within any other city, borough, or market town, or one mile thereof; or within two miles of the queen's palaces or magazines; or half a mile of any parish church; on pain of forfeiture, and a fine of 2s. per lb.: except in licenced mills; or 300 lbs. for the use of collieries within 200 yards of them. Not more than 100 barrels of 100 lbs. each to be carried by land, nor more than 200 barrels by water, unless going by sea or coastwise. All vessels, except her Majesty's, coming into the Thames, are to put on shore at or below Blackwall all the gunpowder they have on board exceeding 25 lbs.; and vessels outward bound are not to receive above that quantity till they get beyond the same point. The Trinity House has authority to appoint searchers to inspect ships and search for gunpowder. All the gunpowder found above 25 lbs., and the barrels containing it, and 2s. for every lb. above that quantity, are forfeited. Any person obstructing an officer in his search for gunpowder is liable to a penalty of £10.

GUN ROOM. An apartment on the after end of the lower gun deck of a ship of war, partly occupied by the gunner in large ships; but in frigates and small vessels, where it is below, it is used by the lieutenants as a dining room, &c.

GUN SHOT. The distance of the point blank range of a cannon shot; a ship is therefore said to be within gun shot when she is within that distance.

GUN

GUN TACKLE. The ropes, blocks, &c. affixed to each side of the carriage; their use is to run the guns out of the ports, and to secure them to the ship's side in bad weather.

GUNWALE OR GUNNEL. A piece of timber which reaches on either side of a ship from the half deck to the forecastle, being the uppermost bend which finishes the upper works of the hull in that part in which are put the stanchions that support the waist trees. This is called the gunwale whether there be guns or not. The lower part of any port, where any gun is placed, is also called the gunwale.

GUST. A sudden and violent squall of wind, bursting from the hills upon the sea, and thus endangering the shipping upon the coast, or in the rivers over which the gust passes.

GUTTER LEDGE. A cross bar laid across the middle of a large hatchway, the better to enable it to support the gratings and any heavy weight laid upon them.

GUY

GUY. A rope used to keep steady any weighty body from bearing or falling against a ship's side while it is hoisting or lowering, particularly when the ship is shaken by a tempestuous sea. The tackle used to confine a boom forward when a ship is going large, and to prevent the sail from shifting from any accidental change of the wind or course, which would endanger the springing of the boom, is also called a *guy* or *guide*; as is likewise the tackle used to hoist the cargo in or out of a ship.

GUZ. An oriental measure of length, varying in different places from 2 to 3 feet.

GYPSPUM, PLASTER OF PARIS, OR SULPHATE OF LIME, is found in various parts, not merely on the Continent, but in England, as in Nottinghamshire and Derbyshire. When calcined, ground and mixed with water, it is useful in making architectural ornaments, in laying floors, and in taking casts of various objects. In its crude state, when ground to powder, it is useful as a manure.



signifies hog's head. H. on French coins designates the mint of Rochelle.

HABERDASHERS' COMPANY. The eighth of the London livery companies. The haberdashers were incorporated a brotherhood of St. Catherine in the 26th year of Henry VI, (1447). They were confirmed in 17 Henry VII, and named merchant haberdashers. They were in ancient times called indifferently buzzers (cappers,) and millianers or milliners; an appellation derived from their dealing in merchandize chiefly imported from the city

of Milan in Italy. They go by the name of the "Master, Wardens, and Fraternity of the Art and Mystery of Haberdashers of the City of London." Their hall is in Maiden Lane, and their arms and crest as annexed.

HAIL. To salute or accost a ship at a distance; *to hale*, (pronounced haul,) a ship is to pull her on shore.

HAIR. Human hair forms a considerable article of trade, for the making of artificial curls and wigs. Large quantities are for this purpose imported from France and other countries; that from the northern countries being considered the best, as well as of lighter color, and hence better adapted to imitate the natural hair of the English, though in quality the dark hair which comes from cold countries is superior to the light hair from the same places. The hair of the lower animals is applied to different purposes. That of the martin, badger, pole-cat, and other beasts is used in the manufacture of hair pencils; while the coarser hair of the dog, wild boar, hog and others, are made into larger brushes. Several other kinds, particularly of the hare, rabbit and beaver, are used for hats. Horse hair is extensively employed by the upholsterer, and for fishing lines, as well as in a variety of the arts; as an object of trade this is classed into two kinds, the short curly and the long straight; the former is spun into a cord and boiled to give it the tortuous twisted form, and is used for clothes lines and stuffing chairs, sofas, &c.; the latter is woven



into a kind of cloth, used for sieves, the hair-cloth of chair bottoms and other purposes.

HAIR POWDER. Starch pulverized and scented. A tax of £1. 3s. 6d. annually is laid upon all persons who use hair powder. Hair powder makers are prohibited from having alabaster or plaster of Paris in their possession.

HAIR'S-BREADTH. A measure of length, being the 48th part of an inch.

HALF PORTS. Shutters made to fit the port holes of a ship, having a round hole in each to let the muzzle of the gun through.

HALYARDS. The ropes or tackle usually employed to hoist or lower any sail upon its respective mast or stay, except the cross-jack and sprit sailyards, which are usually slung, but in small craft the spritsail has halyards.

HAM. The thigh of the hog, salted and mostly dried; when salted but not dried or smoked, such is called a green ham. The parts of the United Kingdom which produce the finest hams are York, Hants, Wilts and Cumberland in England, and Dumfries and Galloway in Scotland. Ireland produces large quantities, but they are coarse, salt and juiceless. The hams of Westphalia, Virginia and Portugal are esteemed for their superior excellence. The duty has been lately reduced from 28s. per cwt. to 14s. if from abroad; and to 3s. 6d. if from a British colony. About 100 tons of hams were imported in 1840.

HAMBURG. The most considerable of the free cities of Germany is situated about 80 miles from the mouth of the Elbe, upon the northern bank of the river, which is navigable for large vessels as far as the port. The harbour is inclosed by strong piles, where ships may anchor safely. The city is a place of considerable trade, particularly with the United States and with England. Its sugar refineries, manufactures of whale oil, ship yards, and establishments for printing cotton are considerable. The flag of Hamburg is seen beneath:—The city flag being red, that of the Hamburg merchant white.



Accounts are kept in *marcs*, divided in 16 schillings lub; also in pounds, shillings and pence Flemish. The monies in circulation

are of two sorts, banco and current money; the former is worth above 23 per cent. more than currency, though the agio is continually varying. A ton in the lading of a ship is reckoned at 40 feet. The Hamburg foot is 11·289 English inches.

HAMMOCK. A piece of hempen cloth, 6 feet long and 3 feet wide, gathered together at the two ends by means of a clew, and slung horizontally under the deck, forming a receptacle for a bed for a sailor to sleep in.

HANAPER. An office in chancery under the direction of a master, whose deputy is called the clerk of the hanaper. He receives all fines due to the queen for seals of charters, patents, commissions and writs; he attends also the keeper of the seal daily, in term, and at all times of sealing, and takes into his custody all sealed charters, patents, &c.

HAND THE SAILS. Synonymous with furling them.

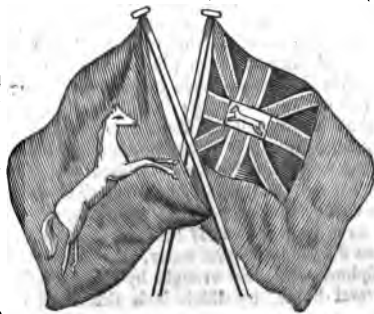
HAND OVER HAND. A particular way of handling a rope, whereby the hands are moved alternately one above the other, each hand pulling the rope as it takes hold of it. When a sailor climbs a single rope, he sustains himself alternately by each hand, and is therefore said to climb hand over hand.

HAND-SPIKE. One of the square bars or levers with which the windlass is turned round. All levers of the same kind are called by the same name.

HAND TIGHT. A rope is said to be hand tight, when it is drawn as tight as it can be by manual strength without the aid of tackling, or other mechanical power.

HANKS. The wooden rings fixed upon the stays to confine the staysails thereto at different distances.

HANOVER. A kingdom in the north of Germany, and also the capital city belonging to it. The chief wealth of the kingdom are its forests in the south, and its numerous and valuable mines of silver, copper, iron, lead, sulphur and vitriol; of these the iron mines are the most productive. Agriculture is in rather a backward state, and the manufactures but insignificant; these are of coarse



HAR

woollens, paper, leather and glass, thread and linen. The exports are coarse linen, iron and copper, timber cut into planks, horses and black cattle. The imports from abroad are British manufactured goods and colonial produce. Linen from Friesland and Russia, broadcloth, silk and jewellery from France. The flag of the kingdom of Hanover is red, with a double red cross on a blue field in the upper corner. The Hanoverian royal flag is a white horse upon a red field.

HARBOUR. A general name given to any sea-port or haven, as also to any place convenient for mooring shipping, although at some distance from the sea.

HARD A LEE. The order on board a ship to the helmsman to put the helm close to the lee side of the ship, either to tack or keep her head to the wind.

HARD A PORT, HARD A STARBOARD. Hard a port, is the order to put the helm close to the larboard or left side of the ship, while hard a starboard is the contrary, or the order to put the helm hard to the starboard or right side.

HARD A WEATHER. The contrary to hard a lee, and is the order to keep the helm on the weather or windward side, so as to bear away before the wind.

HARDWARE is used to signify every kind of goods manufactured from metals, comprising iron, brass, steel, and copper articles of all descriptions. The hardware manufacture is one of the most important carried on in Great Britain. Its principal seats are Birmingham and Sheffield, which furnish immense quantities of knives, razors, scissors, gilt and plated ware, fire arms, &c., both for home consumption and exportation. The total aggregate value of the joint hardware manufactures of England and Scotland may be estimated at £17,500,000 a year, affording direct employment to 360,000 persons.

HARPING. The fore part of the woodwork which encompasses the bow of a ship, and which are separate pieces fastened to the stem to strengthen the ship in that part.

HAT. What is usually called a *beaver* hat is made of a variety of furs, chiefly those of the hare and rabbit, mingled with wool, and in the best hats a proportion of beaver's fur. The furs are mixed, the long hairs picked out, and they are then placed on a hurdle, which is shaken and made to vibrate by being struck with a bowstring; in this way the dust is shaken out, and the fibres to a certain extent interwoven. It is then pressed, kneaded, and at length moulded, so as to form a kind of conical cap, the irregularities or small fibres of the different furs entangling with each other, so as to keep the whole adherent; the cap is then dipped into warm water, acidulated with sulphuric acid, and wrought by the hands for several hours, by which it is thickened or

HAT

fulled; the knots are picked out of it, fresh felt hare is then added, and the beaver ultimately applied; the hat is then shaped, water-proofed by a lac varnish, tied upon a block; dyed, stiffened by the application of glue, steamed, brushed, and ironed; the brim is then trimmed, and is ready for lining and binding. The different kinds of hats are as follows:—First, *Stuff Hats*, these are of the finest quality, and are used almost entirely by men, and by ladies for riding hats. Second, *Plated Hats*, so called because the covering or nap is very superior to the body, which last is wool; this kind of hat is worn occasionally by men, but more usually as the fancy hat of children, and for bonnets for females. Although usually called beaver, these hats have not a particle of that fur in their texture or covering. Third, *Felt Hats* and *Cordies*, are the coarsest species, made wholly of common wool. Cordies are distinguished by a fine covering of camel or goat hair; both kinds are used by the country people. Fourth, *Silk Hats*, made of wool and covered with a fine shag of silk; the very common kinds have either a paper or a willow foundation or body. Fifth, *Straw Hats*, or those made by plaiting straws together.—See *Straw*.

HATCH BOAT. A boat common on the Thames and other English rivers, and round the coast, used as a fishing boat. It is lofty, elegant, and a swift sailer, similar in character to a yacht, but it has no bowsprit. There is a small lugsail over the stern, which is almost peculiar to this boat, and by which therefore it is distinguished. The mainsail is fastened to a gaff above, and has no boom below.



HATCHES. The close coverings for hatchways. Floodgates set in a river are also sometimes called hatches.

HATCH OR HATCHWAY. A square or oblong opening in the deck of a ship, forming a passage from one deck to another, and into the hold or lower apartments. In large ships are several hatchways. The fore hatchway is nearest the stem, the main hatchway in the middle, and the after hatchway next the stern.

Hatchways in merchant vessels are also a sort of trapdoors in the midships, or between the mainmast and foremast, through which goods of bulk are let down into the hold. Hatchways of a smaller kind are distinguished by the name of scuttles.

HATCH BARS. The bars which cross the hatches, and by which the covers for the hatches are secured, so that the hold shall not be robbed; they are secured by padlocks.

HAUL. An expression peculiar to sailors, implying to pull a single rope without the assistance of mechanical power, as haul in, haul down, haul together, &c.

HAUL THE WIND TO. To direct the ship's course nearer that point of the compass from which the wind arises.

HAVANA OR HAVANNAH. This town, situated on the north coast of the noble island of Cuba, of which it is the capital, is the best port in the West Indies, or perhaps in the world. The entrance is narrow, but the water is deep, without bar or obstruction of any kind, and within it expands into a magnificent bay, capable of accommodating 1000 large ships; vessels of the greatest draught of water coming close to the quays. There is an arsenal and dockyard which lie towards the western angle of the city. From its position and excellent bay, Havannah is the most important maritime station in the West Indies, and as a commercial city it ranks in the first class, being in this respect second to none in the new world, New York only excepted. The climate is delightful, the hurricanes rare, and not violent. The island of Cuba produces sugar, coffee and tobacco, (which is esteemed for cigars,) molasses, wax, honey, &c. The imports are provisions and grain of all sorts, chiefly from the United States; cotton, hardware and earthenware goods from England, linens from Hamburg, Ireland, &c. Indigo, cochineal, gold and silver from Mexico and South America; wines and spirits from France and Spain. Accounts are kept in Spanish money, particularly dollars; the worth of one of which is reckoned at 4s. 6d. very nearly, or 444 dollars per £100 sterling.

HAVEN. A sea-port or harbour for ships.

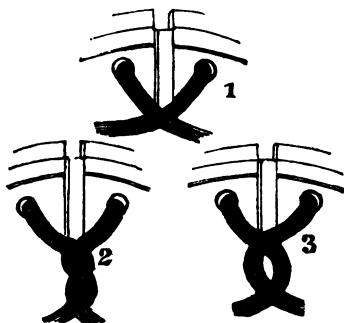
HAVRE DE GRACE. An important sea-port of France, in the department of the Lower Seine, 45 miles west of Rouen. It is situated on a marshy spot at the mouth of the Seine, on the coast of the British channel. It is the only eligible harbour along the whole coast from Cherbourg, and is capable of containing 6 or 700 vessels; it has a long pier, and water sufficient to float ships of war of sixty guns. Being the sea-port of Paris, it has peculiar advantages, steam boats and packets running regularly to Paris, Rouen, Harfleur, England, Cadiz, Hamburg, Portugal, Mexico, Brazil and the United States. Havre is to France what Liverpool is to England, the

chief communication between the old world and the new. The houses are however lofty and mean, and the streets narrow and dirty.



HAWKERS, PEDLARS, AND PETTY CHAPMEN. In law, persons travelling about the streets of a city, or from town to town, with goods and merchandize for the purpose of sale. They are required to take out licences under 50 Geo III, c 41. Wholesale traders are exempt from the provisions of this act, as are also licenced auctioneers going from town to town.

HAWSE. That part of the bows of a ship close to where the hawsers and cables are. These cables pass through the hawse holes, which are two holes made through the timbers nearly even with the deck, and through the hawse piece outside. When a ship has two anchors from her stem, and the cables diverge from each other, the hawse is said to be clear; if the ship should turn half round, so that the cables become crossed, there is said to be a *cross* in the hawse. If the cross is double, it forms an *elbow*. A third cross is called a *round turn*; these three crosses are shown in the cut. In the two last cases the hawse is said to be *foul*. The process of disengaging the cable is called *clearing the hawse*.



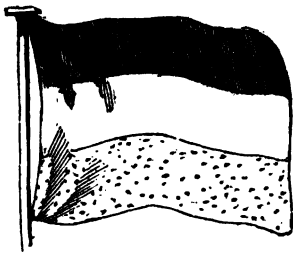
Freshening hawse, is veering but a little extra length of cable, in order to expose a new surface to the friction of the hawse holes or across the cutwater. *Athwart hawse*, implies across the bows of a vessel at anchor.

HAWSER. A small cable is so called.

HAY. Any kind of grass cut and dried as food for cattle; it differs from straw inas-

much as the former is cut green, and with all its seed and flowers, while straw is but the refuse of the plant when the leaves have decayed, the stalk become dry, and the seed ripened and been separated. The small natural grasses of the meadows are the plants of which meadow hay is made: clover, saintfoin and lucerne are also made into a superior kind, and which is called by the name of the predominant plant. The act of 36 Geo. III, regulates the sale of hay in London, and within 30 miles thereof. It enacts, that hay shall be sold by the load of thirty-six trusses, each truss weighing 56 lbs.; except new hay, which is to weigh 60 lbs. Hay is considered new till the 4th of September, so that before that period, the load of hay of that season weighs a ton, after that 18 cwt. only. Straw is sold by the load of thirty-six trusses of 36 lbs. each; one and a half load or fifty-four trusses is nominally a ton both of hay and straw.

HAYTI OR HAITI. The Indian name of one of the Antilles, to which Columbus gave the name of Espanola. (Hispaniola), but which is commonly called St. Domingo by the French and English from its capital. The climate is unhealthy, the inner parts mountainous and cold, the lowlands of a sultry heat, fatal to Europeans, but which produces a luxuriant vegetation. Sugar, coffee, cotton and cocoa are produced in great abundance. Indigo is now but little attended to. The plain-tain, vanilla, potato, and manioc are natural productions, and the mountains are covered with valuable timber, mahogany, satin wood, lignum vitæ, &c. The language of the government, and of the greater part of the population is French, the laws also are mostly French. The government is republican. Here was the first settlement made by Europeans in America. Flag of Hayti.



HAZY. That state of weather which resembles a fog in appearance, but which is seen when the atmosphere is dry.

HEAD. An ornamental figure erected on a continuation of a ship's stem, as either expressive of her name, or emblematic of her nation, of war, navigation, &c., also called figure head. Head is also used in a general sense to signify the whole front or fore part

of a ship, including the bows on each side. *By the head*, signifies the position of a ship when her head is sunk deeper in the water than it ought to be, on account of improper loading, &c. The head of a mast is the upper end of it, whereon the caps or trucks are fitted.

HEADFAST. A rope employed to fasten the head of a ship or boat to a wharf, chain or buoy, or to some other vessel alongside.

HEADLAND. A name frequently given to a promontory or cape.

HEAD LEDGES. In ship building, the thwart ship pieces that form the hatchways or ladderways.

HEAD LINES. Imply the ropes of all sails which are next to the yard, and by which the sails are made fast to the yard.

HEAD MATTER. The brains and blubber of the head of the South Sea spermaceti whale. The head matter is packed in casks, and spermaceti prepared from it.

HEAD ROPE. The rope that is sewed along the top of each sail.

HEAD SAILS. A general name for all the sails which are extended on the foremast and bowsprit, and employed to command the forepart of the ship.

HEAD SEA. A phrase denoting that the waves meet the head of a ship in her course. A *head wind* is one which blows contrary to the direction in which a ship moves.

HEADWAY. The motion of advancing at sea. It is thus termed when a ship first begins to advance, or in calm weather when it is doubtful whether she is in a state of rest or motion.

HEAVE. To throw out, or lift up anything heavy; as heave it overboard; heave the flag, that is, hang it out. *Heave the anchor*, or lift it up. *Heave at the capstan*, to turn it by the capstan bars or handspikes. To *heave the lead*, to cast it to the bottom. To *heave a head*, to draw a ship by a rope, the other end of it being fastened to an anchor, wharf, &c. in the distance; and in front, as *heave astern*, is to draw her sternwise by a similar operation. To *heave in stays*, is to tack or put about. To *heave out the stay-sails*, is to unfurl or cast them loose. To *heave short*, is to draw so much of the cable into the ship by means of the capstan or windlass, as that by advancing she is almost perpendicularly above the anchor, and in a proper situation to heave the anchor and set sail.

HEAVER. A lever or handspike.

HEAVY SEA. Strong and high waves.

HECTARE. The principal land measure in France = 2'471,143 imperial acres, or 17 hectares = 42 acres.

HECTOLITRE. A French measure of capacity = 22 imperial gallons, or 2½ bushels nearly.

HEEL. A name usually given to the after end of a ship's keel, as also to the lower end of the sternpost, to which it is firmly connected. The heel of a mast is the lower end of it, and which is made square. *To heel*, is for a ship to stoop or incline to either side, as, the ship heels to starboard.

HELENA, St. A rocky island in the Atlantic, which formerly belonged to the East India Company, but which was surrendered by them to H. M. government at the expiring of their charter in 1833. It is extremely small, containing an area of not more than fifty square miles, and a population, excluding the military, of about 5000 inhabitants, natives and strangers. The island is important, solely as being a place of refreshment for ships, and as a naval station. The climate is salubrious, the coast rocky. James Town, the residence of the governor, the principal town, and the only port, contains half the population of the whole island; it is in latitude 15° 55' S and 5° 49' E. There is a good anchorage, but the surf upon the shore is very strong. Its imports and exports about balance each other; they are each upon an average £44,000 per year. The colonial seal of St. Helena is annexed:—



HELIOTROPE. A variety of the jasper, of a green color, generally marked with red spots; hence it is commonly called blood-stone.

HELLEBORE. A medicinal plant, of which the roots only are used. There are two kinds of it, *black* and *white* hellebore, or *Helleborus niger*, and *Veratrum album*. White hellebore is to be chosen in large clear roots, plump, full, and not much wrinkled on the surface, and not easily broken; it grows spontaneously in Germany, Switzerland, &c. Black hellebore is indigenous to the Alps, Pyreneas and Apennines, and cultivated in our gardens, and still more extensively in the Levant, for the small branches of the root, which are a violently purgative medicine. The duty is 3s. per cwt.

HELM. A long flat piece of timber, or an assemblage of several pieces, suspended to the hind part of a ship's sternpost by means of braces, &c. which operate as hinges, and serve to direct the course of the vessel, as the tail of a fish guides the body. The helm is usually composed of three parts, the rudder,

the tiller and the wheel, except in small vessels, where the wheel is unnecessary. There are several phrases relating to the helm, particularly *put down the helm*, the order to push it down to the lee side of the ship, in order to put her about, or lay her to the windward. *To ease or bear up the helm*, is the order to let the ship go more large before the wind. *To put the helm amidship*, is to keep it even with the middle of the vessel. *Port the helm*, is to put it to the left side of the ship. *Starboard the helm*, is to put it to the right side.

HELM PORT, is the hole in the counter of a ship through which the head of the rudder passes.

HEMP. (*Hanf* Ger. *Hennip* Du. *Hampa* Da. *Hampa* Sw. *Chanvre* Fr. *Canape* Ital. *Canamo* Sp. *Konapli* Russ.) A valuable plant, the *Cannabis sativa* of Linnæus, supposed to be a native of India, but long since naturalized and extensively cultivated in Italy, Poland, Russia, and other parts of Europe, where it forms an article of primary mercantile importance. It is also cultivated in America, but not to so great an extent as the amount of the consumption. It is coarser and stronger in the fibre than flax, but its uses, culture and management are much the same. It is grown both for seed and for the stalks; in the latter case it is cut green. The plant is annual, and possesses a strong odour, with intoxicating and narcotic properties, on which account it is usual in India and other eastern countries to mix the leaves with tobacco in smoking.



When the hemp is pulled, it is taken in large handfuls, the roots are cut off, and the leaves, seeds, and lateral branches stripped off by means of a wooden sword or ripple; it is then made into bundles in order to be steeped in water; the bundles are laid cross-wise over each other in standing water, where they remain from six to ten or eleven days, according as they require, the slenderest hemp requiring the longest steeping; and the opera-

tion is known to be complete by the inner reed separating from the outer bark. When thoroughly steeped, it is reeded, that is, the outer bark is stripped off the reed or fibres; this is done by scraping it in a trough, or a table under water. It is then well washed and squeezed, and finally the fibres are beaten by heavy mallets worked by machinery, during all the operations the fibres of the hemp are carefully kept from being deranged or entangled. The quantity of hemp used in Great Britain is enormous. The sails and cordage of a ship of war of the first-rate require 180,000 lbs. of rough hemp for their construction, and it is computed that it takes five acres of land to produce one ton of hemp. Only the coarser kinds are used for cordage, the finer being used for cloths, which, although coarser than that made from flax, is yet incomparably stronger and equally susceptible of being bleached. Hempen linen also improves in color by washing and weaving, while that of flax decays. Poultry and small birds are very fond of the seeds, which are extremely fattening. The seeds also furnish an expressed oil, very good for burning, and likewise employed by painters. Hempseed pays the nominal duty of 1*d.* per quarter. Dressed hemp pays 4*s.* per cwt. if from abroad; 2*s.* if from a British colony. Rough or undressed hemp, or any other vegetable substance of the nature and quality of undressed hemp, and applicable to the same purposes, 1*d.* per cwt.

HEPATIC ALOES.—See *Aloes*.

HEREDITAMENTS. All such things immovable, whether corporeal or incorporeal, as a man may leave to his heirs, by way of inheritance, or which, not being otherwise devised, naturally descend.

HERRIOT. A fine paid to the lord of the manor in money or goods, upon the admission of a person to a copyhold, after the death or surrender of the last occupier.

HERRING. There are many species of the genus *Clupea*, known under the name of herring; but the *Clupea harengus* is that which frequents our coasts in such numbers, and which furnishes so important an article of food, not merely in its fresh, but its salted and dried state. The herring is essentially a northern fish, being found in the highest northern latitudes, but not further south than the northern shores of France. They are met with within these limits equally around Europe, America and Asia, in immense shoals. The great winter rendezvous of herrings is within the arctic circle, where they continue for many months, in order to recruit themselves after the fatigue of spawning. This mighty army begins to put itself in motion in spring. They begin to appear off the Shetland Islands in April and May. These are only the forerunners of the great shoal which

appears in June, and their appearance is marked by certain signs, such as the number of birds, like garnets and others, which follow to prey on them; but when the main body approaches, its breadth and depth is such as to alter the appearance of the very ocean. It is divided into distinct columns of 5 or 6 miles in length, and 3 or 4 in breadth, and the fish drive the water before them with a kind of rippling. The first check the army meets with in its march southwards, is from the Shetland Islands, which divide it into two parts; one wing takes to the east, the other to the western shores of Great Britain, and fill every bay and creek with their numbers; the former proceed towards Yarmouth, the great and ancient mart for herrings; they then pass through the British channel, and after that in a manner disappear. Those which take to the west, after offering themselves to the Hebrides, where the great stationary fishing is, proceed to the north of Ireland, where they meet with a second interruption, and are obliged to take a second division. The object of the migration of the herrings is, that they might deposit their spawn in warmer seas, and evidently not want of food, as they come to us full of fat; and when they retire after the spawning season are almost universally lean and flabby. Herrings are brought to market in three forms. *Fresh* herrings are the condition in which they are taken from the sea; *white* or *pickled* herrings are merely salted and put in barrels; *red* herrings are after being salted, hung up to dry in the smoke of green wood. It is impossible to calculate the positive quantity of herrings consumed in England as food, some idea of the immense quantity caught may be inferred from the fact, that although the Dutch are the chief herring fishers, yet we export as many, upon an average, as 140,000 barrels of herrings each year. A last of herrings is 13,000 fish; a barrel is 32 old wine gallons or 26½ imperial gallons. The cran is 37½ imperial gallons, and the cade of herrings is 500 fish.

HIDES. (*Huder* Da. *Huiden* Du. *Pecus* Fr. *Häute* Ger. *Cuoja* Ital. *Skory* Russ. *Pelles* Por. *Pellejos* Sp. *Hudar* Swe.) The skins of beasts, but the term is more particularly applied in commerce to those of large cattle, such as bullocks, cows, horses, &c. Hides are either *raw* or *green*; that is, the same as when taken off the carcass, or *salted* and seasoned, in which case they are dressed with salt, alum and saltpetre, to prevent them from putrefying, or they are cured or *tanned*, which is a further preparation of the salted hide by the tanner. *Curried* hides are those which have undergone the last process, under the hand of the currier, so as to render them fit for use. The principal hides met with in commerce are those of the buffalo, ox and

horse; of these, the hide of the buffalo is the largest, and is known from that of the ox by a large tuft of hair on the shoulders. Losh hides are buffalo and others dressed in oil. Muscovy or Russian hides are tanned and colored brown or red. The quantity of untanned hides imported into this country, a greater part of which are entered for home consumption, are from 340,000 to 400,000 cwt. per annum; upwards of one half of these are brought from Buenos Ayres and Brazil. Large quantities also are produced in the East Indies, the United States, and the Cape of Good Hope; while smaller shipments are made from the north of Europe, Morocco, the Philippine Islands, West Indies, Australia, and other places. The duty upon hides is as follows—if from foreign countries, or one half less in every case if from one of our own possessions.

	£.	s.	d.
Hides not tanned, tawed, curried or in any way dressed	0	0	3 $\frac{1}{4}$ cwt.
The same tanned, but not otherwise dressed, whether whole, cut, trimmed and pieces thereof	0	0	2 $\frac{1}{2}$ lb.
Ditto tawed, curried, or in any way dressed, not being varnished, japanned or enamelled	0	0	4 $\frac{1}{4}$ lb.
If varnished, japanned, &c.	0	0	6 "
Losh hides	0	0	4 "
Muscovy hides or pieces thereof, tanned, colored, shaved, or otherwise dressed	0	0	4 "
Raw hides, not otherwise specified ..	5	0	0 $\frac{1}{4}$ cent.
Dressed ditto	10	0	0 "

HIGH AND DRY. A phrase implying the situation of a ship which is run aground, so as to be seen dry upon the beach when the tide ebbs on her.

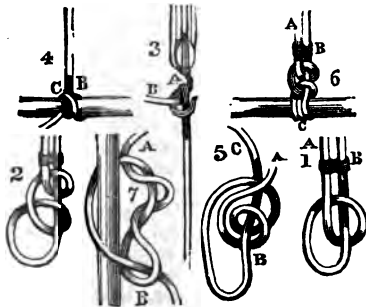
HIGH WATER. That state of the tides when they have flowed to their greatest height, or have ceased to flow. At high water the motion commonly ceases for about twenty minutes before it begins to ebb again.

HIGH WATER MARK. A line made by the tide on the shore or upon posts, piers, or other erections near the same, when at its greatest height, at the new or change of the moon. All below this mark is considered as under the jurisdiction of the admiralty.

HIPPOTAMUS. The river horse; the teeth are of a harder and whiter substance than elephant's teeth, and do not turn yellow so soon. Dentists prefer them on account of these qualities. The best are large, straight, and free from cracks or flaws.

HITCH, in its general explanation, differs in no respect from the bend, but may be defined in the very same words, as a knot whereby ropes are fastened to each other, or to some other body. The names of the various hitches are as follows:—Fig. 1. *To hitch a rope,* is to pass its end A round the standing

part, then bring it up through the bight, and fasten it to the standing part at B. This is called a *half-hitch*; and two of these, one above the other, Fig. 2, is called a *clove-hitch*. Fig. 3. *Blackwall hitch*, is made by putting a bight of a rope over the hook of a tackle and letting the part A rest upon it, and the part B be jambed by the standing part at the cross. This is used with a landyard, when setting up the shrouds. Fig. 4. *Magnus hitch* is made by passing two round turns with the end of a rope over a spar A, then bringing it before the standing part B, passing it again under the spar, and up through the bight which it made the end part, being jambed by the bight C. Fig. 5. *A midshipman's hitch* is made by taking a half-hitch with the end of a rope A, round the standing part B, then taking another turn through the same bight, jamming it between the parts of the hitch; when hauled taught the end may be taken round the standing part at C, or stopped to it. It is in this manner a tail-tackle is clapped on a rope or fall, to augment the purchase. Fig. 6. *A rolling hitch* is made in the following manner:—With the end of a rope, as represented at A, take two round turns over the spar, &c. at C, then pass two half-hitches (see fig. 1,) round the standing part B, and it is finished: the end may be stopped to the standing part. Fig. 7. *A timber hitch* is made by taking the end of a rope A, round the spar or timber head, leading it under and over the standing part B, and passing several turns round its own part C.



HOCK. A German wine of an exquisite flavor. The best comes from Frankfort-on-the Maine.

HOG. A sort of flat scrubbing broom used to rub off the filth from a ship's side under water.

HOG BOAT. A large and capacious sea boat, used almost wholly for fishing around our southern and eastern coasts, particularly at Brighton and at Yarmouth; it draws very little water, and hence is used over the flat beaches. It is furnished with one mast and boom with triangular sails; one of which

is hoisted up by rings along the stay, the other by rings along the mast.



HOGSHEAD. A measure of capacity, containing $52\frac{1}{2}$ imperial gallons, or 63 old wine gallons, and 54 old beer gallons. A hogshead is also a nominal quantity, and varies in exact amount according to the contents; the word hogshead in this more extended sense referring rather to the vessel than to the liquid within it. Thus the hogsheads in which different kinds of wine are imported differ very materially in capacity.

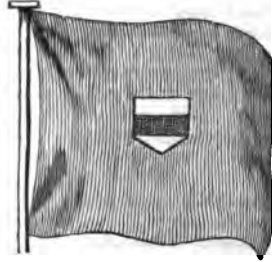
HOIST OF A FLAG OR SAIL. The perpendicular height of it.

HOIST, TO, is to draw anything up by means of tackling.

HOLD. The whole interior cavity of a ship from the floor of the lower deck to the bottom of the ship itself. It obtains the names of the *fore-hold*, *main-hold* and *after-hold*, according to the situation of different parts.

HOLLAND, originally *Hollow Land*. A kingdom of Europe, partly formed of islands, but chiefly of that portion of the continent where the Rhine by several mouths enters the German Ocean. The whole kingdom is a continued flat. The soil is rich, but wet; thus grass land is more productive than that little which is cultivated. The pastures are luxuriant and extensive, hence the vast amount of butter, cheese, &c. which the Dutch export. The manufactories, though no longer extensive, comprise a variety of articles; viz., linen, woollen and leather; also paper, wax, refined sugar, starch, and in certain districts, pottery and tiles. Large quantities of the gin, called *Hollands*, is likewise made, particularly at Schiedam, near the Maese. The population is about $2\frac{1}{4}$ millions. The colonies of Holland are very numerous; they possess Java, which is the most important and valuable acquisition. In the east they also possess the Moluccas, Bencoolen on the coast of Sumatra, Malacca,

and the eastern coasts of Celebes, Banda, &c. They have several forts on the gold coast in Africa; and in the West Indies, the islands of Curaçoa, and St. Eustatius, Saba and part of St. Martin; and on the continent of South America they possess Dutch Guyana or Surinam, which last is yearly becoming of more importance. For other particulars, see *Netherlands*, *Amsterdam*, *Rotterdam*, &c. The following is the Dutch jack or ordinary small flag:—



HOLLAND. A fine and close kind of linen; so called from its being first manufactured in Holland.

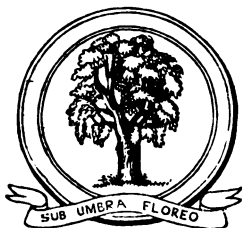
HOLLAND, NEW.—See *Australia*.

HOLLANDS. A spirituous liquor, manufactured in Holland and Germany. It much resembles English gin, but differs in this particular, that the distillers of *Hollands* mix the juniper berries and other flavoring ingredients with the sugar or other matter from which the spirit itself is made, so that the whole shall ferment together previous to distillation; whereas this is not allowed by law in England, but the rectifier adds his flavors to the spirit already partly purified. And as the *Hollanders* do not distill their gin so often by two operations as ourselves, they retain somewhat of the original empyreumatic flavor, which, mixed with the taste of the juniper, gives to the liquor we are now describing a compound taste of whiskey and gin.

HOLSOM. A term applied to a ship that rides at anchor without laboring or pitching.

HONDURAS. One of the states of Central America, bounded north by the bay of Honduras, east by the Caribbean Sea, south by Nicaragua, and west by Guatemala; 890 miles from east to west, and 150 from north to south. The country consists of mountains, valleys, and plains, watered by a great number of rivers. It was formerly one of the most populous countries of America; at present though exceedingly fertile it is almost a desert. The climate is hot and moist, and in many parts unhealthy. The soil is of great fertility, producing in abundance the various kinds of tropical fruits and vegetables. It yields three crops of maize, and two of grapes

in the year. Other productions are wheat, peas, cotton, wool, honey, wax and provisions; mahogany and logwood form the chief exports. Chief towns, Valladolid, Truxillo and Gracias a Dios. The part lying on the northern and eastern coast is known by the name of the Mosquito shore. The British have settlements in this country, at Balise, whence they bring mahogany, logwood, sarsaparilla, cedar, tortoiseshell, indigo and cochineal. The imports are £350,000 per annum, chiefly for a transit traffic between the inhabitants and Guatamala and Yutacan. The exports are valued at £500,000 per annum. The British colonial seal for this country is given beneath.



HONE. A fine kind of stone imported from Germany and Turkey, used for sharpening or setting cutlery. That brought from Turkey, commonly called Turkey stone, is of a greenish color, and a strong grain, so as to adopt it to sharpen the rougher instruments, as carpenters' tools, common knives, &c. The German stones are finer in the grain, yellow in color, and better adapted for putting a keen edge on the finer kinds of cutlery, such as razors, surgeons' instruments, &c. The duty is £1 the 100.

HONEY. (*Honig* Du. Ger. *Miel* Fr. Spa. *Mele* Ital. *Med* Russ.) A sweet and thick liquid, collected from flowers by the bee. It differs materially in flavor according to the character of the flowers which yield it; that is said to be the best which is derived from a country where the wild thyme grows abundantly. The best honey of modern times is brought from Narbonne and Minorca. English honey, also, particularly that from the southern counties is excellent. Honey is often adulterated with flour, which thickens it, increases its weight, and improves its color; the honey which is collected by a young hive, and called virgin honey, being whiter and better than the produce of succeeding years. The adulteration with flour may be detected by mixing it with tepid water, when the honey dissolves, while the flour remains unaltered. By statute 23 Eliz. c 8, all vessels of honey are to be marked with the name of the owner on pain of forfeiting 6s. 8d., and contain the barrel of 32 gallons, the kilderkin 16 gallons,

and the firkin 8 gallons, or forfeit 5s. for every gallon wanting. Honey is obtained from the combs, first by slightly bruising and draining them, when the best honey runs out through coarse cloths laid beneath; pressing the combs afterwards, procures a further quantity; while an inferior kind is afterwards procured from the same combs by slightly warming them. Imported honey pays a duty of 10s. or 5s. per cwt., according as it is brought from foreign countries or our own possessions.

HONG KONG. An island about half a mile from the main coast of China, situated in lat. 22° 15' N., and long. 114° 12' E. It is 102 miles from Canton, and 90 from Whampoa, where foreign ships discharge their cargoes. Its average length is 7 miles, and breadth between 3 and 4. The anchorage is excellent all round it, and on the south side are several convenient bays, but a heavy swell is said to set in during the south westerly monsoon. The island was in 1843 yielded in *perpetuo* to the English, and is likely to become for the future the chief depôt for British goods, and a centre for direct trade with the neighbouring coast, as well as a military station. Already an extensive town and fortifications have been laid out. The following cut shows the mountainous and indented character of the island, which is represented as healthy and fertile.



HONG MERCHANTS. A body of from eight to twelve Chinese merchants at Canton, who until lately alone had the privilege of trading with Europeans, and were responsible to the government for the conduct of the Europeans with whom they dealt.

HOOD. A sort of low wooden porch, resembling the companion of the master's cabin. It is placed over the ladder which leads to the steerage in a merchant ship.

HOPS. The seed and seed scales of a perennial climbing plant, known among botanists as *Humulus lupulus*. It is a native of England, and of Europe generally, Siberia and North America. The fruit is a sort of cone, composed of membranous scales, each of which incloses a single seed. These cones are the object for which it is so extensively

HOR

cultivated, and their principal use is to communicate to beer their grateful bitter aromatic flavor, and to preserve it from acidity. The young shoots are however sometimes boiled and eaten like asparagus. Hops are also employed in medicine as a tonic, sudorific and sedative.



The Hop.—*Humulus lupulus*.

The cultivation of the hop is more carefully attended to in England than in any other country. The plants are set in the autumn, and the time of harvesting the crop is about six weeks or two months after the flowers are expanded; if the fruit be too ripe, it loses many of its good qualities. The hops on being gathered, should be taken immediately to the kiln for drying, and afterwards packed in bags as close as possible, that they may the better preserve their smell and flavor. The excellence of hops is tested by the clammy feeling of the powder contained in the cones, also by the flavor, scent, and thickness of the cones. Hops soon lose their virtues by keeping. Hops vary very much in produce in different seasons, an acre sometimes yielding 2 cwt., at others 20 cwt.; from 10 to 14 cwt. is a favorable crop. The best hops are grown at Farnham in Surrey; the next best near Canterbury in Kent. The lighter colored and finer samples are packed in *pockets*, of 1½ cwt. each. The darker colored and inferior kinds in *bags* of about double the weight of the pocket. Between 50 and 60,000 acres of land in England are computed to be occupied by this crop, about one half of which is in Kent. An excise duty of 18s. 8d. per cwt. is levied upon their produce. The quantity that paid duty in 1839 was 42,898,629 lbs. Great quantities are exported to Germany, Russia, New York, &c. British hops re-imported are considered as foreign, and pay the same duty, which is £4 10s. per cwt., a sum that acts as a complete prohibition, except in years of very great scarcity of hops in England.

HORN, being capable of being moulded by heat and pressure, of being turned in a lathe, and cut by ordinary tools, is used for numerous purposes of turnery, for combs, knife handles, snuff boxes, sides of lanthorn, and

HOR

other articles. The consumption of horns for these uses is in England greater than the native supply; we therefore import from Russia, Brazil, the East Indies and other places, to the amount of about 30,000 cwt. per annum; one-third of which is again exported. The horns most in use are those of the ox, goat, sheep and deer tribe.

HORNS. In ship-building, are the semi-circular ends of booms and gaffs.

HORSE. The English breeds of race, troop, and cart horses, are deservedly celebrated throughout the world. The number of horses of all kinds employed in Britain has been estimated at 1,500,000; these are worth upon an average from £12 to £15, making a total value of from 18 to 22½ millions of pounds sterling. Those keeping horses pay an excise duty, or assessed tax annually for so doing, according to the employment of the horse and the number they keep, as follows:—

	£.	s.	d.
Persons keeping 1 horse.....	1	8	9
" " 2	2	7	3 each.
" " 3	2	12	3 "
" " 4	2	15	0 "
" " 5	2	15	9 "
" " 6	2	18	0 "
" " 7 and 8	2	19	9 "
" " 9	3	0	9 "
" " 10 to 12	3	3	6 "
" " 13 to 16	3	3	9 "
" " 17	3	4	0 "
" " 18	3	4	6 "
" " 19	3	5	0 "
" " 20 and more ...	3	6	0 "
Horses let to hire	1	8	9 "
Race horses	1	8	9 "
Other horses and mules not wholly used in husbandry....	1	1	0 "
If wholly used in husbandry, 13 hands high and above ..	0	17	6 "
Ditto under 13 hands high	0	3	0 "
Horses of farmers under £20 rent	0	3	0 "
Horses for riding and drawing carriages under 13 hands	1	1	0 "
Rode by farmer's bailiffs	1	5	0 "
Ditto by butchers, where only one is kept	1	8	9 "
Ditto where two are kept (for the second)	0	10	6 "
Other horses	0	10	6 each.

The following are exempt from duty:—Farm horses on a farm of less than £200 per annum, though occasionally used as riding horses, and horses on all farms, whatever may be the rent, may be ridden to and from market, or any place to which a burden has been sent or brought back; to procure medical assistance; to and from places of public worship, elections of members of parliament, courts of justice, or meetings of commissioners of taxes. Blood mares kept solely for breeding, and mules employed in carrying ore and coal, are also exempt.

HORSE. In shipping, a rope reaching from the middle of the yard to its extremity or arm, and hanging about 2 or 3 feet under the yard for the sailors to tread upon whilst they are loosing, reefing or furling the sails, &c. In order to keep the horse more parallel with the yard, it is usually braced up at various distances along it with ropes called stirrups, which hang about 2 feet under the yard, and have a thimble spliced at their lower extremity for the horse to pass through.

HORSE HAIR.—See *Hair*.

HOUNDS. In ship-building, are those parts of a mast head which gradually project on the right or left side, beyond the cylindrical or conical surface. The hounds, whose upper parts are called cheeks, are used as shoulders to support the frame of the top and trestle trees, together with the topmast and the rigging of the lower mast.

HOY. A small vessel, usually rigged as a sloop, and employed in carrying passengers and goods from one place to another, particularly on the sea coast, where the ordinary lighters cannot be managed with safety or convenience.

HUCKABACK. A coarse hempen or linen fabric, commonly made into towels.

HUG. When spoken of a ship, is to keep close in with the shore; hence to *hug the land*, is to sail as near to it as possible. To *hug the wind*, is to keep the ship close hauled.

HULK. The name given to any old vessel as unfit for further sea service.

HULL OR KINGSTON-UPON-HULL. A large seaport town in the east riding of Yorkshire, distant from London 174 miles N. It is situated at the great inlet of the Humber, at the point where this receives the river

Hull, and from the facilities which it thus acquires, Hull has become a place of considerable commerce. There is a range of docks from the river Hull to the Humber; thus the town may be said to be situated upon an island. The whole of the docks occupy a space of 42 acres of ground. About 250 sail may here be kept afloat at all times of the tide, while vessels that do not enter the docks may be moored alongside the quays with perfect safety. It has a greater share than any other British port in the whale fishery, and its Baltic trade is very considerable, so also its coasting trade and inland traffic. Various manufactures of the coarser kinds are carried on at Hull.

HULL OF A SHIP, is her frame or main body, exclusive of the masts, yards, sails and rigging. It is usually expressed of a ship either before she is furnished with masts, or after she is stripped and dismasted. *Hull down*, is said of a ship when she is at such a distance as that only her masts and sails are to be seen.

HULLOCK OF A SAIL, is when in a great storm some part is cut and left loose; it is chiefly used in the middle sail to keep the ship's head to the sea.

HUMMOCK. A hillock or small eminence.

HUNDRED WEIGHT, generally written *cwt*. The chief British weight for bulky articles, contains 112 lbs. avoirdupoise.

HUSBAND OR SHIP'S HUSBAND. Among sailors, the person who takes the direction and management of a ship's concerns upon himself, the owners paying him a commission for so doing.

HYSON. A fine sort of tea.—See *Tea*.

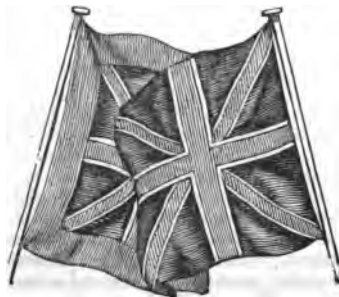


THESE letters were originally the same, and although a different character is used for each, yet in dictionaries they are usually kept together; and in some cases transposed the one for the other, as *Iohn* and *John*, *Iota* and *Jot*, &c. I being the third vowel is indicative in Lloyd's books of a third-class vessel. In commercial contractions, I is used for John or other name. *Indies* or *Indian*, *Inch*, &c. i.e. designates *id*, *est*, that is to say. *Id*. or *Id*. *Ibid*. the same, &c.

JACARANDI. The Portuguese and Brazilian name for rosewood.

JACK. A flag displayed at the outer end of a ship's bowsprit. In the British navy, the jack is a small union flag, composed of

the intersection of the red and white crosses; but in merchant ships this union is bordered with a red field.



JAK-WOOD. The wood of *Artocarpus integrifolia*, or the entire-leaved bread fruit tree, a native of India. The wood is imported in logs from 3 to 5 feet diameter, and also in planks; the grain is coarse and crooked, and often contains sand. It is yellow when first cut, but changes to a dull red or mahogany color. It is very much used in India for almost every purpose of house carpentry and furniture, and in England, for cabinet work and turning, and also for brush backs. The jak-wood is sometimes named orange wood on account of its color, and also jack-wood and kuthul.

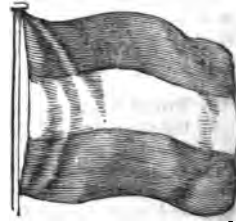
JALAP OR JALOP. The root of a species of convolvulus, called *Convolvulus jalapa*, a most beautiful climbing plant, with scarlet flowers. The root is large and fleshy, like a long potatoe, or like one of the large tubers of the dahlia root. When taken up, it is cut in slices and dried; when brought here it is solid, hard, heavy, dark colored externally, but lighter within. The darker the color, and the harder the slices, the better is considered to be the quality. The odour and taste are very peculiar and extremely nauseous. The entries of jalap for home consumption averages 48,000 lbs. per year; the duty is 1*d.* the lb.

JAMAICA. One of the West India islands belonging to Great Britain, and the most considerable and valuable of her possessions in that quarter. It is of an oval form, about 150 miles in length, and on a medium about 40 miles in breadth, lying 30 leagues W. of St. Domingo. Long. 76° 45' W., lat. 18° 12' N. A lofty range of mountains, called the blue mountains, runs through the whole islands from east to west, dividing it into two parts. Jamaica is well watered, but the rivers are not navigable except by boats. The climate of the plains is hot, but the mountainous districts are agreeable to European constitutions. Sugar, indigo, cotton and coffee, are the most important natural productions. Maize and rice are also cultivated. Culinary vegetables and fruits are numerous, abundant, and of fine quality. The mountains are also covered with extensive woods, containing excellent timbers, some of which are of prodigious growth and solidity, while others, as the well-known mahogany, are well adapted for cabinet work. The most important articles of export produced in the island, are sugar, rum, molasses, coffee, cocoa, cotton, indigo, pimento and ginger. The chief town is Kingston.

JAMAICA PEPPER.—See *Pimento*.

JAPAN. At the eastern extremity of Asia, between 31° and 49° N. lat., is situated the empire of Japan, consisting of a large cluster of islands, almost inaccessible by reason of mountains, precipitous rocks, and a dangerous sea. The superficial extent is estimated

at 266,500 square miles, and the population at 25,000,000. Agriculture is prescribed as the principal employment by the state. The Japanese, although they hold little or no intercourse with us, are well situated for commerce. Formerly their ships covered the neighbouring seas, and before the arrival of the Europeans they carried on a considerable trade, and an extensive navigation. After it had begun to be feared that foreigners would overthrow the state, and pervert the morals of the people, all foreign commerce and navigation were prohibited. Their silk and cotton cloths, their porcelain wares, and their lackered tin ware, with raised flowers or figures, or their wooden and papier-mâché boxes are well known, and in much demand as articles of commerce; their steel work also is excellent, especially their swords and other arms, the exportation of which is strictly forbidden. There is a small trade however still carried on with the Chinese and the Dutch. The Chinese trade employs about ten junks, principally from Ningpo and Amoy, which make two voyages yearly, exchanging sugar, English woollens, and other commodities for bar copper, lackered ware and dried fish. The Dutch trade is restricted to two vessels annually to Nangasaki, where they have a factory restricted to eleven inhabitants. This trade is confined to cottons, woollens and sugar, the Dutch carrying in return bar copper, camphor, Japan wares, gauze and crape. The principal measure of length is the *shaku* = 6½ English feet. The principal money of account is the *tael* = 6*s.* English. Most payments are made in silver ingots of various sizes, the value of which is determined by their weight. Beneath is the Japanese flag.



JAPANNED WARE. Articles of every kind which are ornamented by a covering, or coat of paint, varnish or japan; but the term is generally restricted to metallic articles so covered, as tea trays, candlesticks, snuffer stands, &c. This manufacture is chiefly carried on at Birmingham, at Bilston, and at Wolverhampton. There is 15 per cent. duty upon japanned ware imported.

JAPAN WOOD. A species of wood resembling the Brasil wood, found in South America, Japan, and Cochin China.

JAR

JAR. An earthen pot or vessel of oil, containing from 18 to 36 gallons. It is also a general name for earthenware vessels, and in the measurement of small quantities of certain articles, which from their nature are best packed in jars; thus we speak of a jar of honey, a jar of grapes, a jar of tamarinds, pickles, &c.

JASPER. A very hard reddish-colored stone, of which articles of ornament and domestic decoration are sometimes made. There are several varieties according to color, streaks, &c. It is found in the East Indies, Egypt, Turkey, China, &c.

JAVA. A large island in the Indian Seas, situated between the 6th and 9th degree of S. lat., and between 105° and 115° of E. long. from Greenwich. It is surrounded by Sumatra, Borneo, Celebes, Bali and Madura. The climate is sultry, the thermometer even in the night being seldom lower than 76°, except in the mountainous districts in the centre of the island. Java is extremely fertile, and possesses large forests of teak and other useful trees. The staple produce of the island is rice. Sugar to the amount of 10,000,000 lbs. annually is also made. Pepper is produced in great abundance and perfection, also indigo of a very superior quality. Cotton is cultivated in almost every part of the island, and the coffee and tobacco plantations are extremely luxuriant. The fisheries too are very productive. There are manufactures of cotton, leather and saddlery, also of iron, brass and tin. The principal articles of exportation are rice, sugar, coffee, pepper, indigo, teak timber, and planks, spices, (which are brought from the Moluccas) tin, (from Banca) cotton, yarn, salt and edible birds' nests. The imports are European articles of every description. The whole of Java is now in the possession of the Dutch. —See *Batavia*.

JAWS OF A GAFF, BOWSPRIT, &c.—See *Horns*.

IDLER. A general name given to all those on board a ship of war, who from being liable to constant day duty are not subjected to keep the night watch, but must nevertheless go upon deck if all hands are called during the night.

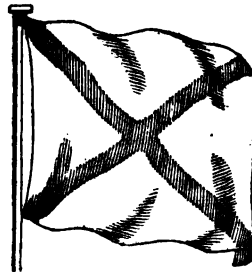
JEAN. A thick, strong, twilled cotton fabric, used for stays, jackets, trousers, and similar articles.

JEARS. An assemblage of tackle by which the lower yards of a ship are hoisted up along the mast to their usual station, or lowered from thence as occasion requires, the former of which operations is called swaying, and the latter striking.

JERQUING. The search of a ship performed by a custom-house officer, called a jerquer, to ascertain if there are any unentered goods abroad.

JER

JERSEY. One of the Channel Islands off the coast of France, but belonging to Great Britain. Jersey is the principal of these islands; it is 12 miles in length and 7 in breadth. The surface is undulating and fertile, and chiefly laid out in pasturage and orchards; apples, cider, butter and cows, forming with oysters and potatoes the principal exports to England, in exchange for coal and manufactures. The trade in other respects is considerable, as connected with the cod and other fisheries. Wine and brandy are also imported from Spain and Portugal, and sugar and coffee from Brazil. These are exchanged with the northern nations for corn, timber, hemp and tallow. Ship-building is carried on to a great extent, and the manufacture of shoes from French leather is the staple commodity. Jersey possesses about 250 vessels, which are entitled to the privileges of the British. They carry the following flag:—



These are exclusive of fishing and small boats. Chief town and port is St. Hilier, from whence steamers run weekly to Southampton and Weymouth.—(See *Guernsey*.) The colonial seal of Jersey is annexed.



JERSEY. Among wool combs, denotes the finest wool, taken from the rest by dressing it with a fine comb.

JER. A species of coal, which occurs in massive plates, sometimes in the shape of branches of trees, occasionally found with a woody structure, showing that it is to be considered as petrified wood, impregnated either with the original resinous juices, now become bitumen, or with bitumen derived

from the statum of amber in which jet is deposited. It is shining, soft and brittle, easily worked both in the lathe and by hand; it takes a fine polish. Jet is used for fuel, and for making vessels, ornaments and snuff boxes. In Prussia it is called black amber, and is cut into rosaries and necklaces.

JETSOM.—See *Flotsam*.

JESUIT'S BARK.—See *Peruvian Bark*.

JEW'S PITCH.—See *Asphaltum*.

JIB. The foremost sail of a ship, being a large staysail extended from the outer edge of the bowsprit, prolonged by the jib boom to the fore topmast head. In cutters and sloops the jib is on the bowsprit, and extended to the lower mast-head. A *flying jib*, is a sail sometimes rigged out beyond the jib boom. A *middle jib*, is a sail sometimes set before the two preceding named, being extended from the end of the jib boom. The *jib boom* is a continuation of the bowsprit forward, and the *flying jib boom* is another still more forward than that.

IMPERIAL. A Russian gold coin of different dates and value; that of 1801, which is the last, is worth 32s. 2-31d. English.

IMPORTATION. The act of bringing goods into a country from foreign parts. As a great part of the revenue of this country is derived from the duties upon imported articles there are necessarily very strict regulations to prevent fraud and smuggling. These are chiefly embodied in 3 and 4 Will. IV, c 52. By this it is ordered, that no goods are to be landed nor bulk broken before report and entry of those goods, unless it be diamonds, bullion, and fresh fish of British taking. All British ships and all ships with tobacco are to have manifests, which manifest is to be produced to the officer of the colony, or to the consul of the port whence the ship sails. If wanting, the master is to forfeit £100. Masters of vessels coming from Africa are to report how many natives they have on board. Packages reported, contents unknown, may be opened and examined. The ship reported is to come as quickly to the place of landing at the port as possible. Custom-house officers may board all ships and open all packages, &c. therein, and the master or supercargo must give a full account of all goods on board; and if from the West Indies, a list of the crew must also be given. The owner of the goods must within fourteen days of landing, give a bill of entry of all such goods, fairly written in words at length. This must agree with manifest, report and other documents, and contain either the number, weight, measure or value of the goods, according as the duty may be levied by number, weight, measure or value. Officers may detain goods which are undervalued. Goods receiving damage during the voyage are entitled to an equitable abatement of duty, except certain articles. (See

Abatement.) Goods which have been exported may be reimported without duty except corn, grain, meal, flour and malt, hops, tobacco and tea. Surplus stores are to be considered as goods, and subject to import duty. As the duty upon articles is much less if those articles are brought from a British possession than if brought from a country subject to a foreign potentate; those who import the former are required to produce certificates from the collector or comptroller of the colonial port, that such goods are the produce of that country, and that they have been shipped in a proper manner from that port. Goods are not to be considered as coming from a place, unless coming direct from it, and being shipped there. Goods must be landed on the week days, and not on Christmas day or other public holiday; also only at certain hours during the day, and goods to be unshipped at the expense of the importer.—See *Tariff*.

IMPOST. A certain tax or duty levied on merchandise at particular places.

IMPREST. A word much used in public accounts, which means generally the order that is given by any board of commissioners to its treasurer to advance a sum of money for some specific purpose, for which he is afterwards to account and produce vouchers.

INCH OF CANDLE, SALE BY. In this mode of selling a small piece of very thin wax candle is kept burning, and the last bidder when the candle goes out is entitled to the lot or parcel exposed for sale.

INGLE.—See *Inkle*.

INDEMNITY, is where one person secures another from responsibility against any particular event; thus a policy of insurance is a contract of indemnity against the particular loss insured against. When a person claims a check in lieu of one which has been lost, or pays a bill which is not forthcoming; he usually gives in the former case, and receives in the latter an indemnity should the last documents be recovered and presented for payment.

INDENTURE. A covenant, so named because the two parts or the document and its counterpart are cut or formed from each other. The agreement between apprentices and their masters is of this nature.

INDIA COMPANY.—See *East India Company*.

INDIAN ARROW ROOT.—See *Arrow Root*.

INDIAN INK. This black so valuable for water colors is brought to us from China and the East Indies in small quadrangular cakes, generally marked with Chinese characters. It should be chosen glossy when broken, of a good black, and when rubbed on the teeth it should communicate no feeling of grittiness. Good Indian ink, when broken, will unite again at the fractured place as strongly

as ever if the broken ends be dipped in warm water.

INDIAN RUBBER.—See *Caoutchouc*.

INDIGO. (*Indigo* Da. Du. Ger. Fr. Swe. *Indaco* Ital. *Anil* Port. Spa. *Krutick* Russ.) A valuable blue dye, prepared from the leaves of a plant, called *Indigofera tinctoria*. This plant is a native of Hindoostan, but by transplantation flourishes in N. and S. America. It rises about 2 feet high, the seed is sown in the spring in shallow furrows at a foot distance from each other. It vegetates in three or four days, and grows so rapidly that it is ripe at the end of two months. When it begins to flower, it is cut with pruning knives, and cut again at the end of every six weeks, if the weather is a little rainy. It lasts about two years, after which time it degenerates; it is then plucked up and fresh plants raised. When the plant has been cut down, it is placed in layers in a large wooden vessel and covered with water; in this situation it cannot remain long in warm climates without undergoing some change. Putrefaction accordingly very soon commences, or rather a kind of fermentation, which goes on best at the temperature of 80°. The water soon becomes opaque, and assumes a green color; a smell resembling that of volatile alkali is exhaled, and bubbles of carbonic acid are evolved. When the fermentation has continued long enough, which is judged of by the paleness of the leaves, and which requires from six to twenty-four hours, according to the temperature of the air and the state of the plant, the liquid is decanted off the plants into large flat vessels, where it is constantly agitated till blue flocculi begin to make their appearance; fresh water is now poured in, which occasions the blue to precipitate. The yellow liquid is decanted off, and the blue sediment poured into linen bags. When the water is drained from it sufficiently, it is formed into small lumps and dried in the shade. In that state it is imported into Europe. There are several names applied to various samples, such as fine blue, ordinary blue, purple and copper, with intermediate degrees of each. The best indigo is otherwise known by its being of little specific gravity, (swimming in water,) feeling dry between the fingers, and if thrown upon burning coals, its emitting a violet-colored smoke. The consumption of indigo in England averages 2,300,000 lbs. per annum, and is a quantity that has been nearly stationary for many years. The duty is 2s. per lb. from Mexico and Guatimula and other foreign states, and 1s. per lb. from India and our other possessions.

INDIRECT TAXES. Those which are in reality laid upon other persons than those who pay them; thus the state exacts customs and excise duties from merchants upon merchan-

dise; but the consumer in the price he pays for his articles refunds this tax to the merchant, so that the last buyer is the one that really pays the tax.

INDORSEMENT.—See *Endorsement*.

INGOT. A small bar of metal, made of a certain form and size by casting it in a mould. The term is chiefly applied to the small bars of gold or silver, intended either for coining or exportation to foreign countries.

INFORMATION, as applied to the customs or excise, is when a person gives notice to some seizing officer where goods liable to penalties or forfeiture are concealed or are to be found. By 26 Geo. III, c 40, it was enacted, that in case any information shall be commenced and brought to trial, on account of the seizure of any goods, ship, &c., wherein a verdict shall be given for the claimer; and if it appear to the judge that there was a probable cause for the prosecutors seizing the said goods, ship, &c., the persons who seized the said goods shall not be liable to any action on account of such seizure.

INJUNCTION. In law, a writ which issues under the seal of a court of equity. Thus injunctions are granted to stay proceedings in certain cases of action, to restrain the negotiation of certain documents, to restrain parties from the commission of waste, to preserve bankrupt's and other property, &c. Disobedience to an injunction is punishable as a contempt of the court from which it issues.

INKLE. A broad tape, manufactured at Manchester.

INLAND TRADE. That traffic which is carried on between different parts of the same kingdom, whether by canals or land carriage.

INNS OF COURT. Four corporate societies established in London. Every candidate for the rank of barrister at law, must be admitted to one of these societies, and submit to its regulations as a student. There are, first—the Inner Temple, to which three Inns of Chancery (Clifford's, Lyon's and Clement's) belong. Second—the Middle Temple, with New Inn belonging to it. Third—Lincoln's Inn, with Thavies' Inn and Furnival's Inn. Fourth—Gray's Inn, with Staple's Inn and Barnard's Inn dependent on it.

INQUEST. In law, an acquisition of jurors in causes, civil or criminal, when the facts are referred to their trial, being impanelled by the sheriff for that purpose.

INSOLVENCY, INSOLVENT. A person who is unable to pay his debts is an insolvent, or in a state of insolvency. It is immaterial whether that inability arise from absolute and permanent want of means, or whether the inability be of a temporary character, though the term is more particularly applied to the

former class of persons; every bankrupt is therefore necessarily an insolvent, but an insolvent is not always a bankrupt, for he may be a person who is not a trader, and therefore not amenable to the bankrupt laws. The creditors of a trader who has committed an act of bankruptcy may prefer to make their debtor merely an insolvent, and thus avoid the expense of suing out a fiat, and also acquire a hold upon their debtor's future property. The act for the relief of insolvent debtors, is 1 and 2 Vic. c 110, entitled "an act for abolishing arrests in *meine* process." The court as now constituted consists of a chief, and three ordinary commissioners, and is a court of record, with full power to enforce its jurisdiction. Each commissioner may of himself hold a court. When a debtor applies for the benefit of the act he must be within the walls of a prison. The act may also be taken advantage of by the creditors of a debtor if he remain in prison twenty-one days, without satisfying the debt for which he was imprisoned. In either case, the benefit of the act is applied for by petition to the court. The result is an order, vesting in the provisional assignee the whole property of the insolvent, with the exception only of wearing apparel, bedding and other necessities, and workman's tools, not exceeding in the whole £20 in value. There are arrangements for the examination of the insolvent, and the security of his property. After examination, the insolvent obtains an order for his discharge, either immediately, or at a time not exceeding six months from the time at which the estate was vested in the assignee, unless from some special reason of fraud, &c., the commissioner may adjudge a further imprisonment as a punishment; this must not exceed in some cases three years, and in others two years. The result of a discharge is, that the debtor is relieved from execution and imprisonment for the debts to which the discharge applied. There is this difference between the effects of a certificate of bankruptcy and the discharge of an insolvent; by the former, the debtor's future property is exempt from the payment of the debts proved at the meetings of his creditors, but as the taking of the benefit of the insolvent debtors' act is a deed of the debtor himself, and commenced by him, he by the surrender of his effects, only protects his *person* in future from arrest, not the property he may subsequently acquire, from the liability to the payment of all his debts in full. But demands for this payment must be made to the court, who, previous to the discharge of every debtor, requires from him a warrant of attorney, empowering the court, for and in the name of the assignees, to enter up judgment against him for the amount unpaid, and full costs, whenever the insolvent

is of sufficient ability, or being dead leaves sufficient assets, either for the whole or a part of such remaining liabilities, and this proceeding may be repeated till the whole is satisfied. No creditor has any hold upon a discharged insolvent but through the court. No discharged insolvent or uncertificated bankrupt can have the benefit of the act a second time within five years, unless three-quarters of the new creditors consent to it, and unless the debts have been unavoidable.

INSTALMENT, where a sum of money is due, and instead of being paid in the gross, it is agreed upon to be paid in certain proportions at various times, such money would be said to be paid by instalments, and the periodical sums paid be the instalments of it.

INSURANCE. A contract of indemnity, by which one party engages for a certain sum payable in advance, to refund the amount of loss arising from such a casualty as may be insured against. These indemnities are called policies of insurance; they emanate in this country from joint-stock associations, called insurance companies, and contain an account of the nature and aggregate value of the property insured, with the risk to which it is exposed, and which it is the object of the policy to guard against. Insurance is of three kinds:—*Insurance of Life*. (See *Assurance*. Insurance of property against fire on land, called house insurance, or *Fire Insurance*; and third, insurance of property against the perils of the sea, called *Marine Insurance*, (see this term). A fourth kind has lately been introduced, called *Hail Insurance*, to indemnify persons against the breaking of glass and injury to crops by hail storms. House or fire insurance is all we have now to consider. Merchants sometimes keep open a floating policy on goods on their own trust, and on commission, by which means all their merchandize situated as expressed in the policy, is protected, whether it be over or under the amount expressed. A loss under such a policy is settled upon the average principle. Thus, if an insurance of £1000 be effected, and a loss of £200 occurs, the merchant would be required to show the value of the whole goods held by him. If it be double the value insured, he would be entitled to only half his loss, the other half being at his own risk; he bearing his own risk upon the £1000 uninsured. The insured in order to recover must have an interest in the subject, either as owner, agent, trustee or creditor. No more can be recovered than the extent of the injury; and if property be insured at several offices, each pay proportionably to that loss. To enable the insured to recover, something must have been on fire which ought not to have been, thus injury done by a common fire in a grate is not liable to be paid for, such as clothes, or other things

placed before the fire, scorching of furniture, &c.; but if ignition of such takes place, and a fire in the premises ensues, liability is incurred. And should ignition occur, and goods are removed to escape injury by fire, become damaged by such removal, or by water thrown on them to retard or prevent the combustion, the insurer is liable for all such damage. As it is evident that certain premises, manufactures, and articles are more liable to communicate fire than others, they are ordinarily classed as common, hazardous, doubly hazardous, and special hazardous, and a price or premium required accordingly. The premium is usually, for the first class, 1s. 6d. per cent., and increasing upwards according to the hazard. A material misrepresentation will vitiate the contract, so will concealment of any fact relative to the neighbouring premises or other circumstances which increases the risk, although it may be the result of a mistake or inadvertence; for example, if the premises insured abut upon a firework manufactory, it is necessary to mention such a fact. There is generally endorsed upon a policy the method of recovering for a loss, and other required particulars respecting the claim to be made upon the office.

INTEREST, is an allowance made for the loan or forbearance of a sum of money which is lent for or becomes due at a certain time; this allowance being generally estimated at so much per cent. per annum, that is so much for the use of £100 for a year. Interest is either simple or compound. *Simple interest* is that which is allowed upon the principal only, for the whole time of the loan or forbearance. The money lent or forborne, is called the *principal*. The whole sum paid for the use of it the *interest*. The interest of £100 for one year is called the *rate per cent.*, and the sum of any principal and its interest together is called the *amount*. *Compound interest* is that which arises from any sum or principal in a given time, by increasing the principal at fixed periods by the interest then due, and hence obtaining interest upon both interest and principal. A sum of money doubles itself at compound interest in fourteen years, and that increased sum is again doubled in fourteen more, so that £1 by constant doubling would amount to near upon £70 in 100 years; whereas, in simple interest, it would amount only to £6, being doubled in every twenty years, and the interest or sum added each time bearing no interest.

INTESTATE. Dying without a will.

INVENTORY. A list or particular specification of goods and effects.

INVERNESS. The capital of a county of the same name in Scotland, and a good seaport trading town. It stands on both sides

of the river Ness, near its entrance into the Firth of Moray. The harbour is commodious, admitting vessels of 200 tons to lie to the quay, and of 500 tons to ride in secure anchorage in the Firth, one mile from the town. There is an extensive salmon fishery attached to the town, and some manufactories carried on.

INVOICE. An account in writing of the particulars of merchandize, with their value, customs, charges, &c., transmitted by one merchant to another.

INVOICE BOOK. An account book, containing copies of original invoices.

IONIAN ISLANDS. Seven islands on the coast of Albania, in the Levant, forming a united free republic, which is under the military protection of Great Britain. The government is vested in a high commissioner residing at Corfu, who represents the sovereign of Great Britain, and uses the annexed as the seal of office.

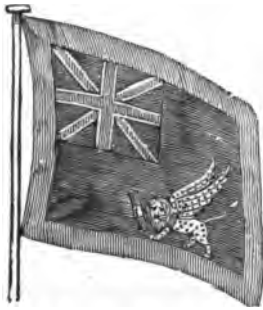


The islands are Cephalonia, Corfu, Zante, Santa Maura, Ithaca, Cerigo and Paxo. These islands are rocky, rugged and picturesque; the irregular surface renders them unfit for the cultivation of corn; but wine and fruits, especially the latter, are raised in considerable abundance, and in great perfection. The species of small grapes, which when dried are called currants, are largely imported into Britain from these islands. Zante produces annually about 60,000 cwt., and Cephalonia about 50,000. Cephalonia and Zante however are the only islands in which currants are grown, with the exception of Ithaca and Santa Maura, in which a few acres are employed for that purpose. Oil and wine are chiefly the produce of Corfu. In Corfu and Zante soap is made to some extent, at the latter also much silk is woven. In other respects manufactures are extremely unimportant, though the blankets and domestic garments of the poorer families are mostly made by the females. The imports average in value £600,000 per annum, one-third of which is for wheat, the rest for Indian corn, live stock, colonial produce, British manufactures and dried fish. The exports are about half the above amount, and consist of currants, olive oil and soap. The amount of shipping is very considerable,

the Ionian Islanders sharing with the Greeks in the general conveyance of articles of all kinds across and around the Levant. Their ships are however small, and of the character of the triangular-sailed vessel, shown under the word *Fishing Boat*; the following small and curious boat is used around the coast of some of the islands:—



The flags used by the larger vessels and by the government is given beneath:—



Corfu possesses political pre-eminence, but Zante is the most flourishing and industrious; it is besides the largest town in the island. Accounts are kept with the British in British money, with the Turks in Turkish money. The circulating medium is composed of Spanish, American, Austrian and Venetian dollars, the first being divided into 104 oboli, the two last into 100 oboli; Spanish doubloons, British silver money, and Ionian currency coined in England, consisting of silver three-pences, and copper pieces of $\frac{1}{4}$ and $\frac{1}{16}$ of a penny. No paper money is in circulation. The imperial system of weights and measures was introduced in 1828, when the stadio was made equal to one imperial furlong; the barrel to 16 imperial gallons; the kilo to 1 imperial bushel; the libbra sottile to 1 lb. troy; the libbra grossa to 1 lb. avoirdupoise, and the talanto to 100 lbs. avoirdupoise.

JOANESE OR JOE. A Portuguese gold coin, worth about 36s. English.

JOCH. A German land measure, containing 6,889 square yards.

JOINT ADVENTURE. A shipment or trading transaction, made by two or more parties on joint account.

JOINT STOCK COMPANY.—See *Company*.

JOLLY BOAT.—See *Yawl*.

JONC.—See *Junk*.

JOURNAL. A record or account of daily transactions. In book-keeping, it is the book in which the mercantile transactions of the day are recorded in chronological order, day by day, as they occur. It is otherwise called the day book, and is the chief book admitted as evidence in a court of law. (See *Book-keeping*.) Also a record of the transactions of a society, as we say, the Journals of the House of Commons, the Journals of the Royal Institution, &c. Where only a selection of these is made, and chronological order is not preserved, it is called merely the transactions of such a society.

IPECACUANHA, according to the latest authorities, is the product of two different plants, both natives of South America; the grey is the root of a species of *Richardia*; the other that of the *Cephalis ipecacuanha*. The two roots however do not differ in their medicinal properties, and they are employed indiscriminately. The taste is bitter and acrid, covering the tongue with a kind of mucilage. It is one of the safest and mildest emetics with which we are acquainted, and is administered in powder, as a tincture, and in wine.

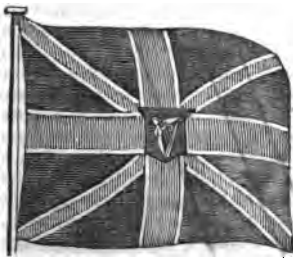
IRELAND, the Sister Isle, as it is called to Great Britain, is an extremely fruitful country, growing an infinitely greater quantity of provision than is consumed within it, although the agriculture is conducted in the most slovenly and ignorant manner. The fattening of cattle therefore and pigs is more resorted to than the growth of wheat or other grain. The depressed state of Irish manufacture and agriculture may be attributed to various causes. First—the draining of the country of all its surplus produce, while the receipts for such and the rent of the lands, instead of being spent in the country, and for its improvement, are paid to its great landholders who reside abroad. A second reason is the turbulence of the lower orders, offering no inducement for persons of wealth, character, and influence to settle among them.



The National Flag of Ireland.

The superficial extent of the country is estimated at 12,000,000 Irish, or 19,278,760 English acres; of this there is a greater

proportion capable of productive cultivation than in England. It is chiefly in pasture lands, and hence arises the vast quantity of salted provision produced in this country, and with which the British navy, both national and mercantile, is supplied. The dairy also is another great branch of industry in Ireland, particularly as to butter and eggs. Sheep and goats are bred in the mountain tracts in immense quantities, and are used for their milk, the former also for their fleece. The main objects of culture are oats and potatoes; the former for exportation, the latter as food for the people. Flax is also a valuable product of Irish industry, affording the material of the linen manufacture, and which is carried on to such extent in the north, as that the linen produced is worth from £2,000,000 to £2,500,000 sterling annually, the flax for almost the whole of which is of native growth. Even this trade is declining in favor of Scotland. Distillation is another branch of industry in Ireland; a system encouraged by the farmers as the readiest means of disposing of their corn. The cotton and woollen manufactures are not considerable, except that of flannel, and have declined rather than increased of late years. Coal is neither abundant nor good; thus although lead, copper and iron is abundant, the metal trade is scarcely known. The fisheries, particularly for cod and herrings, are very extensive. The foreign commerce may be considered as merged in that of England; the shipping is neither numerous nor large. The country although annexed to England has its own executive government, nominated and superintended by the English ministry. The lord lieutenant lives at Dublin in considerable state. His flag is as here represented.



IRIS ROOT.—See *Orrice Root*.
IRONMONGERS' COMPANY. This, the tenth of the livery companies, was incorporated by letters patent, 3 Edw. IV, ann. 1464, by the appellation of the "Master and Wardens, and the Commonalty of the Mystery or Craft of the Ironmongers of London." Their trade was in ancient times that of smelters of and dealers in iron, wholesale; they received payment in part from

country smiths in various iron goods, which they retailed as they do at present. The residence of most of the craft, in former ages, was in Ironmonger-lane; afterwards they removed to Thames-street, where the most wholesale dealers in unwrought iron still carry on their business. Their hall is a noble building in Fenchurch Street; their arms are as follows:—two black lizards forming the crest and supporters.



IRON. (*Jern* Da. *Swe.* *Yzer* Du. *Fer* Fr. *Eisen* Gr. *Ferro* Ital. *Port.* *Hierro* Spa. *Scheleso* Russ.) The hardest, most durable, and most useful of the metals; of a livid whitish grey color, found in various parts of the world in great abundance, either in the state of pyrites, ore, ochre, &c. The principal kinds are called Lancashire ore, from being found in abundance in that county. This is very heavy, of a fibrous texture, and a dark purple color, inclining to black. The bog ore, which resembles a deep yellow clay, is found in strata from 12 to 20 inches thick, and of various breadths. Iron stones, and iron pyrites, of an irregular shape, frequently lie in beds of great extent, and, like other stony masses, are sometimes intersected with seams or veins of pit-coal. Iron is prepared by crushing the ore when dry in a mill. It is then washed in a stream, to separate the grosser particles of earth; and is afterwards smelted in furnaces heated with coke or anthracite. The furnace has a hole near the bottom, through which the metal is discharged into furrows made in a bed of sand. The larger mass which settles in the main furrow is called by workmen a *sow*, and the smaller ones *pigs* of iron. This is cast-iron, and is very varied in quality, hence it is known in commerce as *white* and *grey*. To form it into wrought-iron it is subjected to a process called puddling, which consists in submitting it to the continued action of heat in a reverberatory furnace, where, as soon as it melts, it is stirred about till it gradually becomes less or less fusible, and at length grows tough. It is then, while in a state of intense heat, passed between rollers, which flatten it into bars, and also

squeeze out much of its impurities. Dr. Ure has observed that iron has accommodated itself to all our wants, our desires, and even our caprices. It is equally serviceable to the arts, sciences, agriculture and war: it is a medicine of much virtue, and the only metal friendly to the human frame. In 1740, the whole quantity of iron smelted in England and Wales was only 17,000 tons; in 1840, the enormous quantity of more than 1,500,000 tons; the total value of which is estimated to be £9,000,000—an amazing sum for a single article, for a single year, and that year by no means above the average. Britain excels all other countries in the cheapness and quantity of its iron, but not in the quality of it, as in this respect it is greatly inferior to that of Sweden, Russia, Norway, and some other countries, which, besides being furnished with a superior ore, use charcoal, an agent preferred to coal in its conversion into metal. The bar-iron, also, of Sweden is prepared by hammering instead of rolling. About 20,000 tons are imported annually, chiefly for the manufacture of steel and the finer kinds of cutlery. The duty upon iron imported is as follows:—

Iron, ore of	Ton.	From F.C.			From B.P.		
		£.	s.	d.	£.	s.	d.
" pig	"	0	2	0	0	0	6
" bars unwrought ..	"	0	5	0	0	1	0
" old broken, and old cast	"	1	0	0	0	2	6
" bloom	"	0	5	0	0	1	0
" chromate of	"	0	7	6	0	2	6
" chromate of	"	0	5	0	0	2	6
" slit or hammered into rods	"	1	10	0	0	15	0
" cast	"	1	10	0	0	15	0
" hoops	"	1	10	0	0	15	0

IRONWOOD is imported from the Brazils, the East and West Indies, and other countries, in square and round logs, 6 to 9 inches through. Its colors are very dark browns and reds, sometimes streaked, and generally straight-grained. The ironwoods are generally employed by the natives of uncivilised countries for their several spear-edged clubs and offensive weapons; in England they are principally used for ramrods, walking-sticks, turning, and various purposes requiring great strength and durability. The more red varieties are frequently called *beef-wood*. Ironwood is a term applied to almost every hard red wood of tropical countries. The true ironwood is produced by *Metrosideros vera*; it is this of which the Chinese make their anchors and rudders. The ironwood of Southern China is from a tree called by botanists *Baryxylum rufum*; that of the peninsula of India, *Mesua ferrea*; of the Island of Bourbon, *Stadmannia sideroxylon*; of the Cape of Good Hope, *Sideroxylon*

melanophloeum. The ironwoods of Jamaica, Guiana, and America, are all different from the above, and from each other.

ISINGLASS. A very pure form of gelatine or glue, prepared from certain parts of the entrails of particular fish. The best is derived from the sturgeon, and is almost exclusively imported from Russia, twisted up in rolls or formed into cakes, which are afterwards torn into shreds or cut into fine shavings in this country. Good isinglass should be free from smell and taste, and perfectly soluble in boiling water. It is employed in making jellies and blancmanges, court plaster, and as a clarifier. Almost all the isinglass consumed in this country is brought from Russia, but to encourage the manufacture of it in our colonies, where it might be made equally well, the duty upon such colonial produce is only 5s. the cwt., while that brought from Russia is subjected to £2 7s. 6d. for the same quantity. About 2000 cwt. are entered for home consumption annually.

ISLAND. A portion of land wholly surrounded by water.

ISLE OF MAN.—See *Man*.

JACK OR JUX. In Turkey, 100,000 aspers.

JUJUBE. The fruit of the *Rhamnus ziziphus*. It resembles a small plum, and is occasionally used as a sweetmeat. What is sold under the name of jujube paste professes to be the dried jelly of this fruit, but is in fact a mixture of gum arabic and sugar slightly colored.

JUNIPER BERRIES. (*Genœvre bessen* Du. *Wocholder-beeren* Ger. *Cocole de Ginepro* Ital. *Baies de Genœvre* Fr.) The fruit of the *Juniperus communis*, a low fine-leaved resinous shrub, which is abundant over most of the heaths and hills of Europe. Although indigenous to Britain, they are imported in large quantities from Italy, Germany, France and Holland, chiefly to be used in the manufacture of gin, as the chief flavoring ingredient in that well-known liquid. (See *Gin*.) They are also used in medicine, on account of their stimulating and diuretic properties.

JUNK. Among English seamen, signifies any remnants or pieces of old cables, which are usually cut into small portions for the purpose of making points, mats, gaskets, &c.

JUNK. A vessel used in China, Siam, &c. for almost every purpose of commerce and war. The terms *Fast Boat*, *Flower Boat*, &c. already explained, being but varieties of the junk. They vary greatly in size from 100 to 1000 tons. The form of the junk is established by law, those who alter its construction being liable to the duties payable upon foreign ships. They are much raised at both ends, and are flat equally at the head and stern. There is no keel, no pump, cut-water or bowsprit. The masts are of a single spar each; they vary in number from two to

four. The sails are made of split bamboo, woven into a sort of matting, and stretched by poles of the same; they open and close like a fan. The cables and rigging are of coir or rattan, and the anchors of iron wood, tipped with iron. It is evident that they are not adapted to withstand either the attack of an enemy, or those dreadful tempests which render the seas of China perhaps the most perilous on the globe; the voyages however being always undertaken during a favorable monsoon, the Chinese set the head of their junk towards the quarter they are bound to, and blunder on with much less damage than might be expected.



Trading Junk of the Chinese.

The war-junk of the Chinese is a most miserable vessel of the same character, pierced through its sides with a few port holes, where six or eight pounders are placed, and these being ill cast, and defectively worked, it may be seen how ill able such are to contend with the navy of England, however numerous they may be. The following shows one of the best of these vessels :—



JURY. By Magna Charta, no man shall be injured in the enjoyment of his life, liberty, or estate, but by the verdict of twelve honest and impartial men of his neighbourhood. Juries are of two kinds, the *grand* and the *petit* jury; the first finds the accusation only, and whether there be sufficient evidence to put the party upon his trial; the bill of indictment must be found by them, who only examine witnesses to support the prosecution: the *petit* jury deliberates upon the merits, as proved in evidence on both sides, and delivers the verdict accordingly. Juries may be further divided into common and special, the former decide upon cases of usual occurrence, and the latter are empanelled for the decision of points of supposed great intricacy or superior importance. The sheriff of the county summons a jury by a writ, called in law *venire capias*, and if they make default of appearance they may be fined by the court, and their goods seized by a writ called *distringas*. The list of the persons summoned by the sheriff is called a *panel*, consisting of from forty-eight to seventy-two persons, out of which twelve jurors are chosen. The qualification of a common juror is to be a natural born subject, free from conviction of any crime, and between the ages of twenty-one and sixty. All such persons, with certain exceptions, possessing £10 a year in freehold or copyhold lands and tenements, or £20 a year in lands, held on lease for twenty-one years, or rated as house-keepers to the poor-rate in Middlesex for £30, elsewhere £20, or occupying a house with fifteen windows are liable to serve. In the city of London, the juror must be a householder or occupier within the city, and have property real or personal to the amount of £100. If sufficient jurors are not in attendance, a *tales* may be prayed, and bystanders are called in to fill up the number. The following persons are exempt from serving :—Persons who are continually ill, or are so at the time of summons. Sergeants at law, counsellors, attornies, and officers of the court, peers of the realm, clergymen, dissenting teachers, quakers, apothecaries and butchers. No qualification of jurors is requisite on a coroner's inquest, but they must be of the same or the neighbouring town.

JURY MAST. A temporary or occasional mast erected in a ship, in the place of one which has been lost in a storm or otherwise, and to which a smaller yard, ropes, sails, &c. are fixed.

JUTE. A kind of hemp, extensively cultivated in Bengal, the produce of an annual plant called *Corchorus olitorius*. It is used for cordage in India, and is now imported in considerable quantities into this country. The gunny bags, in which East India sugar is brought, are composed of this material.

IVORY. The tusk of the male elephant. It is less brittle than bone, and of a beautifully uniform texture, admitting of turning in the lathe, and receiving a high polish. The chief consumption of ivory in England is for knife handles, certain parts of musical and mathematical instruments, chess-men, billiard balls, plates for miniatures, toys, &c. Africa is considered to produce ivory in much greater abundance than Asia, and furnishes it of the finest quality, particularly the eastern and western coasts between the 10th° north and south of the equator. It is supposed to decrease in quality as the latitude increases; the ivory from the Cape of Good Hope and from Mogadore being far inferior. That from India is partly the produce of Asia generally, and partly African, brought from Madagascar to Bombay. It is generally smaller than that from Africa. Elephant's teeth vary considerably in their size, some weighing as much as 150 lbs., and others not more than 5 or 6 ounces; the teeth which weigh less than from 10 to 14 lbs., are called *scrivelloes*. The average weight is about 30 lbs. The duty is 1s. the cwt., and the quantity consumed annually in this country alone is

about £420,000, a quantity furnished by 7000 male elephants. Considering that this is for one country only, and that the consumption of ivory is very great in France, Germany, and other European nations, and that in India and China that it is vastly greater, we may well be astonished that the breed of the elephant does not become rapidly extinct, especially as the animal breeds and grows slowly. The tusks or teeth of the sea-horse or hippopotamus are also used as ivory. The latter procured in Africa are harder and whiter than those of the elephant, and do not turn yellow so soon; hence they are preferred by the dentist for artificial teeth. Fossil ivory from the tusks of the mammoth or fossil elephant is that principally used by the Russian turners; it is found plentifully and in a high state of preservation on the shores of the Arctic Ocean, in the extreme north of Siberia.

IVORY BLACK. An animal charcoal, procured by burning refuse ivory, bone, &c. It is used as a water color, and also to deprive various substances of their color, particularly sugar, in the refining process.



THE letter K is frequent in the language of the north of Europe, but is superseded in the south by C, except in foreign words. Comparatively few English words commence with it, hence it is scarcely known in commerce as a letter significant of words, except K for *kilderkin*, and even then *kil* is more often used.

KALI. An Arabic word, signifying the ashes left after the combustion of vegetable substances; hence the word alkali. Potassa is frequently termed kali, and potassium kalium by the German chemists; hence they use K as a symbol for potassium. We generally give the name kali to barilla.

KANNA. A dry and liquid measure in Sweden, 90 kannas = 50½ imperial gallons.

KAOLIN. The Chinese name for porcelain clay. A large tract of this useful substance occurs near Austle in Cornwall, whence our potteries and porcelain manufactories are copiously supplied. Its essential component parts are silica and alumina; the former usually preponderates. The kaolin of Cornwall, and probably of other countries, is derived from the decomposition of the felspar of granatic rocks.

KECKLING. The art of winding old rope, &c. about a cable, to preserve its surface from being fretted, when it rubs against the ship's bow or forefoot, but more particularly it means the winding of iron chains around the cable to defend it from the friction of a rocky bottom, or from ice, &c.

KEDGE. A small anchor generally used where a ship lies in a stream, to keep her steady and clear from her lower anchor at the turn of the tide, &c. The kedge anchors are also used to transport a ship, or remove her from one part of the harbour to another, being carried out from her in the long boat, and let go by means of ropes fastened to the anchors. They are generally furnished with an iron stock, which is easily displaced for the convenience of stowing them.

KEEL. A flat bottomed vessel, used on the Tyne to carry coals. It contains on an average 8 Newcastle chaldrons, which is equal to 21 tons, 4 cwt.

KEEL. The principal piece of timber in a ship, which is usually the first laid on the blocks in building, and which forms that longitudinal beam or series of beams of timber upon which the ribs of the ship are fastened at their lower ends. The false keel is a thick piece of timber bolted beneath the keel to preserve it from injury by friction in

grounding on a rocky bottom, &c. For a ship to have an even keel is when she is equally deep in the water fore and aft, so that her deck is parallel with the surface of the water.

KELSON OR KELSON. In ship-building, a piece of timber forming the interior or counterpart of the keel, as it is laid upon the middle of the floor timbers, immediately over the keel, and like it, composed of several pieces scarfed together.

KEG. A wooden vessel or barrel containing 4 or 5 gallons.

KELP. The alkali soda in a crude state, procured by burning various kinds of sea weeds, called also kelp from the purposes to which they are put. The kelp manufacture, which in the time of the last war with France, used to employ a great portion of the inhabitants of the Hebrides and north of Scotland during certain seasons, and which was carried on to the extent of about 20,000 tons per year, is now nearly extinct, owing to the greater cheapness of barilla, and to the extensive manufacture of soda from sea salt, an art at that time scarcely practised.—See *Barilla*.

KENTLEDGE. The name given to pigs of iron of a particular shape, which are used as ballast for ships.

KERMES. An inferior kind of cochineal. The insect called *coccus ilicis* or kermes, is of the same species as that which produces the true cochineal; but instead of being fed upon the cactus plant, it is found upon a species of oak growing in France, Spain, Italy, the Levant, &c. It is inferior to cochineal, and therefore since the introduction and abundant use of the latter, kermes is comparatively of little commercial importance; the color produced by this insect is a dark red, not so bright as that of cochineal, but more lasting. Kermes was known to the ancients, and until 200 years since was the only red color used by dyers for the brighter dyes; all the ancient tapestries give evidences of the unchangeable nature of the hue, they being as fresh as if just woven.

KERSY. A coarse cloth, usually ribbed, and woven from long wool. It is chiefly manufactured in the north of England.

KERSYMERE. A thin cloth, generally woven plain from the finest wools. Its name is said to have been derived from Cashmir, a country celebrated for the delicacy of its woven woollen fabrics. It is manufactured to a great extent in the western counties of England.

KETCHUP. The juice which exudes from salted mushrooms, boiled with spice.

KETCH.—See *Yacht*.

KEY.—See *Quay*.

KIABOOCA WOOD OR AMBOYNA WOOD, is imported from Singapore. It appears to be the excrecent growth of some large tree. It is sawn off in slabs, 2 to 4 feet long, 4 to

24 inches wide, and 2 to 8 inches thick. It resembles the burr of the yew tree, is tolerably hard, and full of small curls and knots. The color is from orange to chesnut brown, and sometimes red brown. It is a very ornamental wood, and is also much esteemed in China and India, where it is made into small boxes and other ornamental works, the same as by ourselves. It is unknown from what tree it is produced, but it is supposed from a species of palm, perhaps the root of the cocoa-nut tree, or the stem of the *Pterocarpus draco* or dragon's blood tree; 40 or 50 tons are annually imported at a duty of 5s. per ton if from India, 20s. per ton from foreign countries.

KILDERKIN. An English liquid measure of 18 gallons.

KILOGRAM. A French weight, equal to 2 lbs. 3 oz. 5 dwts. avoirdupoise.

KILOMETRE. A French land measure, equal to 1093½ English yards.

KINGWOOD, also called *Violet Wood*, is imported from the Brazils in trimmed logs, from 2 to 7 in. diameter, generally hollow at the heart. It is beautifully streaked in violet tints of different intensities, finer in the grain than rose-wood, and is principally used in turning and small cabinet work, being generally too unsound for upholstery. It is, perhaps, one of the most beautiful of the hard woods in appearance. It is procured from a species of *Spartium*, but its particular botanical character is not recorded. The duty is 10s. and 2s. 6d. per ton.

KINK. A twist or turn in any cable or other rope, occasioned by its being very stiff or close laid, or by being drawn too hastily out of the roll or tier in which it is coiled.

KINO. An Indian word, applied to an astringent vegetable extract, the source of which is in doubt. It is probably a name given to the products of different plants in Africa, and in the E. and W. Indies and America. The finest kino is in brilliant fragments of a deep brownish red color, and highly astringent, it contains tannin, gum, and extractive matter.

KIRSCHWASSER. A spirituous liquor procured in Germany, by fermenting and afterwards distilling the small black cherry. When distilled along with the fruit itself, the flavor of the kernels is at the same time extracted, which gives the whole when sweetened the character of noyau.

KISSMISSES. The small kind of grape of which Shiraz wine is made. It grows in Persia, from whence considerable quantities are sent to India when dried into raisins.

KNEES. In ship-building, crooked pieces of timber or bars of iron, having two branches or arms, and generally used to connect the beams of a ship with her sides or timbers. *Dagger knees* are those which are fixed rather

obliquely, to avoid an adjacent gun port, or in confined situations.

KNEE OF THE HEAD. A phrase peculiar to shipwrights; by sailors it is called the *cut-water*. It is a large flat piece of timber, fixed edgewise upon the foremost part of a ship's stem, and supporting the ornamental figure or image placed under the bowsprit.

KNIGHT'S HEADS OR BOLLARD'S TIMBERS, are those timbers on each side of the ship nearest to the stem, and continued high enough to secure the bowsprit. Knight's heads are also the upright posts or pieces of timber which support the windlass; sometimes called *bitts*.

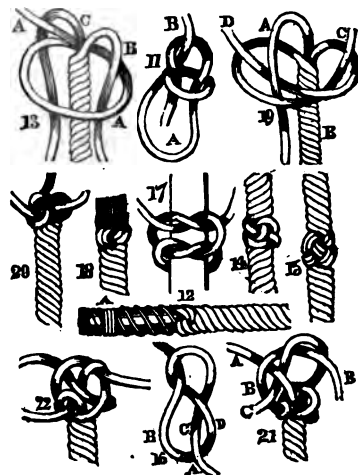
KNIGHTS OF THE SHIRE. The members of parliament for the English counties are generally so called, as distinguished from those representing the towns and cities; the latter being called citizens or burgesses.

KNITTLES. Small lines composed of two or three rope yarns, either plaited or twisted, and used for various purposes at sea, particularly to fasten the service on the cable, to reef the sails by the bottom, and to sling the sailors' hammocks between decks.

KNOPPEN. A species of nut-gall or excrescence formed by the puncture of an insect upon several kinds of sap. They are flat, hard and prickly. They abound in Croatia, Styria, Sclavonia and Natolia, and are used in Austria and Germany for tanning and dyeing.

KNOT. A knot is a large knob, formed on the extremity of a rope, generally by untwisting the ends thereof, and interweaving them regularly amongst each other; there are several sorts of knots, which differ in their form, size, and name, according to the uses for which they are designed; as Fig. 11. *Bowline knot*, is made by laying the end of a rope A over the standing part B, and turning a bight over the standing part; then leading the end round the standing part through the bight again. When this knot is drawn close, it makes a loop; and when fastened to anything it will never slip. Fig. 12. *Buoy-rope knot* is made by unlaying the strands of the cable-laid rope, and also one of the small strands out of each large one; laying the large ones again as before, and leaving the small ones out; then single and double wall the small strands (as directed for the stopper-knot, Fig. 18,) round the rope, worm them along the divisions, and stop their ends with spun-yarn A. Fig. 13. *Diamond knot* is made by unlaying the end of a hawser-laid rope for a considerable length, and with the strands form three bights down its side, holding them fast. Put the end of the strand A over the strand B, and through the bight of the strand C, as represented in the figure: then put the strand B over the strand C, and through the bight formed by the strand

A; and the end C over A, and through the bight of B. Haul these taught, lay the rope up again, and the knot will appear like Fig. 14. Fig. 15. *Double diamond knot* is made with the strands opened out again, following the lead of the single knot through two single bights, the ends coming out at the top of the knot, and leading the last strand through two double bights; then, by laying the rope up again as before to where the next knot is to be made, it will appear like Fig. 15. Fig. 16. *Over-hand or figure of eight knot* is made by taking the end of a rope A round the standing part B, under its own part D, and through the bight C. Fig. 17. *Reef knot* is made by first forming a rope into an over-hand knot (see Fig. 16), round a yard or spar; bringing the end in the right-hand over to the left, and the left to the right; then take the right-hand end round the left, and draw them taught, and it will appear like Fig. 17. *Sheep-shank knot* serves to shorten a rope without cutting it, which may be presently loosened, and the rope not the worse for it. It is merely tying a knot upon a double rope. Fig. 18. *Stopper knot* is made by single walling and double walling, without crowning, a three-stranded rope against the lay, and stopping the ends together as is represented by Fig. 18. If the ends are very short, they should be whipped, without being stopped. Fig. 19. *Single wall knot* is made by unlaying the end of a rope, and with the strand A form a bight, holding it down on the side of the rope at B; passing the end of the next C round the strand A; the end of the strand D round the strand C, and through the bight which was made at first by the strand A; then haul them rather taught, and the knot will appear like Fig. 20. Fig. 21. *To crown*



the single wall knot is to lay one of the ends over the top of the knot, which call the first A, lay the second B over it, and the third C over B and through the bight A; haul them taught, and the knot with the crown will appear like Fig. 22, which is drawn open, in order to render it more clear. This is called a single wall and single crown, from which the double wall and double crown knots are easily made. The knots are generally used to act as a button, in preventing the end of a rope from slipping through an eye, or through the turns of a landyard, by which they are sometimes made fast to other ropes. *Knot* also implies a division of the log

line, which answers to half a minute, as a mile does to an hour; that is, it is the $\frac{1}{120}$ part of a mile, hence we say the ship was going eight knots, which signifies eight miles per hour.

KORSEC. A Polish corn measure, equal at Warsaw to $3\frac{1}{2}$ imperial bushels.

KOUMISS. A vinous liquor obtained in Tartary, by fermenting the whey of mare's milk.

KREUTZER. A German coin, worth about $\frac{1}{2}$ of a penny.

KULMIT. A dry measure of Riga; $8\frac{1}{2}$ kulmits = $3\frac{1}{2}$ English gallons.



ONE of the few consonants which combines with others; hence called a liquid, as having a flowing sound. It is the well-known symbol for pounds sterling, either as L or £; also significant of *league, lady*, as L.D. Lady-day. Of *locum*, a place, as L.S. Locum sigillæ, the place of the seal. *Learned, laws*, &c., as L.L.D. learned doctor of laws, &c. As a numeral L represented among the ancients, as at present, the number 50.

LABOUR. The rolling and pitching of a ship in a heavy sea.

LABRADOR. An extensive country of N. America, lying between Hudson's Bay, the Atlantic Ocean, and Canada, and extending from the 15th to the 60th degree of north latitude, or nearly 700 miles in length from North to South, and about 500 in breadth. The inhabitants of the coasts are Esquimaux, those of the interior are little known. Fish, sea fowl, particularly the eider duck, and several of the fur-bearing animals are numerous. Labrador belongs to Great Britain, and is annexed to the government of Newfoundland. The Labrador fishery in 1839 was calculated to employ 2108 vessels, and 24,100 seamen—600 of the vessels manned with 9100 men, and producing 678,000 cwt. of fish, and 6730 hhds. of oil, were British; and 1500 vessels, manned with 15,000 men, and producing 1,100,000 cwt. of fish, and 11,060 hhds. of oil, were from the United States.

LABDANUM. A resinous substance, obtained from a small shrub, called *Cistus creticus*, which grows in the Levant and Syria. It is used in the preparation of plasters. The best is in dark-colored masses, of a soft consistence, becoming still softer on being handled.

LAC, LAK, LAAK AND LAK'H, are different ways of spelling the Sanscrit word *laksha* i. e. a hundred thousand. A name given by the Hindoos to the gum lac, from the number of small insects which as they believe discharge it from their stomachs, and at length destroy the tree on which they form their colonies. The gum lac is probably discharged by the *coccus lacca* as a defence for its eggs, which are deposited on the smaller branches of the tree. Four kinds are known, stick lac, seed lac, lump lac and shell lac. The first is the resin before its separation from the twigs, which it incrusts. The best is of a red purplish color. The second is the gum in a granulated form, stripped from the twigs and boiled, by which a portion of the color is lost. The third is the seed lac melted into cakes, and the fourth is the purified gum. The best is amber colored and transparent. In the East it is much used for trinkets, with us it forms the basis of sealing wax, of marine glue and several varnishes and cements. Lac is an article of commerce at Bengal, Siam, Assam, Ceylon and Pegu. About 3,000,000 lbs. of shell lac are imported annually at a duty of 1s. per lb. wholly from Bengal, nearly one half of which however is again exported to various parts of the continent. Lac in its original meaning is applied to the computation of money in the East Indies. Thus a lac of rupees is 100,000, which supposing them to be sicca or standard, = £12,500.

LAC DYE OR LAC LAKE. Two preparations of the coloring matter of stick lac, the former is by far the most valuable. It is imported in square cakes, similar to those of indigo. These cakes, should when broken, look dark colored, shining, smooth and compact; and when scraped or powdered, of a bright red hue. They are used as red dyes for some purposes, instead of cochineal.

Lac dye is a valuable dye drug; upwards of 1,000,000 lbs. are imported annually, about one half of which is entered for home consumption.

LACE. A delicate kind of net work, formed of silk, flax, or cotton thread, used for the ornamenting of female dresses. Its meshes are of an hexagonal or six-sided figure, and formed by twisting together the threads of the substances just mentioned. Thicker threads are also interwoven to form the gore or pattern, according to some regular design, and these, technically called the *gimp*, form the ornaments of the lace. There are several different kinds of lace, which are more or less esteemed according to the fashion of the day, and valued in proportion to their quality and appearance. That of England is generally called Buckinghamshire, Bedfordshire or Devonshire, according to the county in which it is produced. The original fabric, and that which is still most esteemed, is called pillow lace, being worked by the hand upon a pillow or cushion, stuck according to the pattern with pins, around which linen or silken threads are twisted and woven off a series of bobbins. This is the kind manufactured at Lisle in France, and at Nottingham in England. Another kind is made at Honiton in Devonshire, and called Honiton lace; this is like the Brussels lace, and more durable than the Nottingham. There is a third and superior kind made at Valenciennes, and which has only very lately been imitated in England. At Nottingham imitations of lace are produced by machinery, which are called *point net* and *warp net*, from the names of the machines in which they are made. They are both a species of chain work, and the machines are varieties of the stocking frame. The warp frame makes a close imitation of Brussels lace, but which has very little durability. Of British lace there are nine sorts, which are distinguished by the trade. These are called, 1. *Quilling* nets, which are under $\frac{1}{4}$ yard in width. 2. *Bobbin* or *piece* nets from $\frac{1}{4}$ to 2 yards wide. 3 and 4. *Tattings* and *Pearls* both very narrow, and used as edging for other nets. 5. *Gased* lace or *Uring's* lace. 6. *Pillow* or *Thread* lace. 7. *Silk* net, which is either in quillings or in piece, the latter sometimes called *Tulle*. 8. *Blonds*, and 9. *Veils*. The great seat of the bobbin net trade is Nottingham, but it is also extensively prosecuted at Leicester, Derby, Tiverton and the West of England.

LACING. The rope or line used to confine the heads of sails to their yards or gaffs.

LADDER. A sea term for the staircases between decks in ships.

LADEN. The state of a ship when she is charged with a weight or quantity of any sort of material, equal to her tonnage or burden. A ship is said to be *laden in bulk*

when her cargo is loose, and not packed in boxes, chests, bags, &c.

LADING, BILL OF. An acknowledgement given by the master of a ship for goods shipped. It is a negotiable instrument. Several parts or copies are made out, one for the master, the others for the shipper, who by means of them can give a title to the consignee or other person, for whom the goods are destined, to receive them. When the goods are put on board, a receipt is generally given by the master; this is afterwards exchanged by the owner for the bill of lading. It must be written on a stamp. The bill has two objects. It fixes the amount and condition of the goods received, and for which the shipmaster is responsible, and conveys a title to demand delivery. It may, like a bill of exchange, be negotiated by simple indorsement and delivery, which will carry a title to the goods, the master being bound to deliver them to the holder of the bill of lading.

LAFITTE. A Bordeaux wine.

LAGOON. A name given to large ponds in the E. and W. Indies, and to various morasses and creeks around the Archipelago.

LAKE. A collection of water surrounded by land.

LAMP-BLACK.—See *Black*.

LANCER-WOOD. This wood is imported in long poles from 3 to 6 inches diameter from Cuba and Jamaica. It has a thin rind, and bark distinct from the sapwood, also very thin. Lancerwood is of a paler yellow than box, and reads easily. It is selected for elastic works, such as gig shafts, archery bows and springs. These are bent by boiling or steaming, &c., also for surveyor's rods, billiard cues, and for ordinary rules, which are described as of box-wood. The lancerwood of Jamaica is the produce of *Guatteria virgata*.

LAND. In sea language, makes part of several compound terms; thus, *laying the land*, denotes that motion of a ship which increases its distance from the coast, so as to make it appear lower or smaller in consequence of the immediate convexity of the sea. *Raising the land*, is produced by the motion of the vessel towards it, and is the contrary to the last. *Land is shut in*, signifies that another part of land hinders the sight of that the ship came from. *Land to*, or so far from shore that it can only be just discerned. *Land turn*, a wind that in almost all hot countries blows at certain times from the shore in the night. *To set the land*, is to see by compass how it bears. *Land breeze*, a current of air which in many parts between the tropics, particularly in the West Indies, regularly sets from the land towards the sea during the night, and this even on opposite points of the coast. *Land-locked*, is said of a harbour which is environed by land on all sides, so as to exclude the prospect of the

sea, unless over some intervening land. *To make the land*, is to discover it after it has been out of sight for some time. *Land-mark*. Any mountain, rock, steeple, or the like near the sea-side, which serves to direct ships passing by how to steer, so as to avoid certain dangers, rocks, shoals, whirlpools, &c.

LANDSMAN. A distinctive appellation among sailors for a person who has never been to sea before.

LAND-WAITER. A custom-house officer, whose duty it is to take an account of goods imported.

LANIARD OR LANNIER. A short piece of rope or line, fastened to several parts of a ship, and serving to secure them in a particular place, or to manage them more conveniently; such are the laniards of the gunports, the laniards of the buoy, the laniard of the cat-hook, &c. The principal laniards used in a ship are those employed to extend the shrouds and stays of the mast by their communication with the dead eyes and heart, so as to form a sort of mechanical power resembling that of a tackle.

LARBOARD. A name given by seamen to the left side of a ship, when the spectators face is turned in the direction of the head of the vessel. *Larboard tack*, is when a ship is close hauled, with the wind blowing on her larboard side.

LARD. The fat from the inside of swine. It is an article of very considerable import from Waterford, Limerick, and other parts of Ireland, and is used very extensively in cookery as a substitute for butter, and in surgery as a vehicle of admixture for the healing drugs of ointments, lipsalves, &c.

LARGE. A term applied among sailors to the wind, when it crosses the line of the ship's course in a favorable direction, particularly on the beam or quarter. Any point of the compass to the eastward of the south or north, may be called large, unless it is directly east, and then it is said to be right aft. *To sail large*, is therefore to sail with a large wind, so that the sheets are slackened and flowing, and the bow-lines entirely disused. This phrase is generally opposed to close-hauled, or with a *scant* wind, in which situation the sheets and bow-lines are extended as much as possible.

LAST. A dry measure of various capacities. A last of corn in England is 10 quarters or 80 bushels; on some parts of the Continent it exceeds this quantity. The last of herrings, tar, pitch, potass, cod fish, meal, soap and other articles, is commonly reckoned at 12 barrels, but the last of gunpowder is 24 barrels, or 2,400 lbs. The Prussian ship last is 4000 Prussian pounds=4,124 lbs. avoirdupoise. At Dantzic the last of timber is 80 cubic feet.

LASTAGE. The ballast or lading of a ship.

LASTING. A woollen stuff, used in making women's shoes.

LATCHINGS. Loops formed on the line that is sewed to the head of a bonnet to connect it with the foot of a sail; these loops are 6 inches asunder, except the two middle ones.

LATEEN SAILS. Triangular sails frequently used by Xebecs and other vessels navigated in the Mediterranean. The lateen yard, used to extend the lateen sail upon, is slung about one quarter from the lower end, which is brought down as the tack, while the upper end is raised in the air at an angle of about 45°.—See *Fishing Boat*.

LATTEN. Any metal beaten into a thin sheet, but not so thin as to be in leaves.

LAUNCH. The putting of a new vessel into the water. When a vessel is to be launched, a frame called a cradle is built under her. This rests on each side upon a platform sloping to the water; these platforms are called the *ways*, and are greased; the blocks on which the keel was laid being removed with the shores, the vessel rests on the cradle, which is kept from sliding down by a small piece or bar of wood fixed to it lying nearly horizontal, abutting against a place in the ways called the *dog shore*, which being struck downwards falls, and the vessel slides down into the water. When afloat, she is rolled from side to side to disengage the cradle. Launch is also a wide and flat boat, the largest carried by a man of war.

LAUDANUM. The tincture of opium.

LAVENDER. A plant yielding the well-known oil and distilled water which bears its name. Both of these are obtained in the greatest perfection from the flowers just as they open. The English oil is the best in the world.

LAWN. A fine sort of cambric. The best is imported from France, but very excellent lawn is manufactured in both Scotland and Ireland.

LAY DAYS. A contraction for delay days. A certain number of days which a merchant is entitled to delay a vessel in loading or unloading.—See *Demurrage*.

LAY. In rope making, the act of closing the strands together to compose a rope.

LEAD. (*Bly*, *Blve* Da. *Lood* or *Loot* Du. *Plomb* Fr. *Bley* Ger. *Piombo* Ital. *Chumbo* Port. *Swinez* Rus. *Plomo* Sp.) A metal of a bluish grey color. Its specific gravity is 11.38. It is very soft, flexible and inelastic, and though ductile and malleable is possessed of very little tenacity. It fuses at about 600°, and if air be carefully excluded, it does not appear to be volatile at a white heat. When the galena or lead ore is taken from the mine the only process necessary to extract the metal is crushing the ore, and heating it in ordinary furnaces; the metal runs in a

fluid state from the heated mass. Lead is sold either in sheets, bars or pigs; the sheet or milled lead being the dearest. It is employed in making various vessels, as cisterns for water; and is cast into sheets for covering buildings, making water pipes, &c. Considerable quantities are likewise used for the casting of bullets, and making small shot. This metal is found abundant in many parts of the world, more especially in England, Wales, Scotland, Ireland, France, Germany, Russia, Sweden, some parts of the East Indies, as well as in N. and S. America. The quantity produced in this country is so great, as to allow a surplus for exportation of about 15,000 tons annually, which is chiefly sent to India, the Colonies, Russia, Germany, Holland and Brazil. It has been estimated that the aggregate quantity produced in Great Britain is upwards of 48,000 tons a year, valued at £20 per ton. Lead is sold by the cwt. and fother. The fother of lead at London and Hull is 19½ cwt. At Newcastle 21 cwt. Chester 20 cwt. Stockton 22 cwt. Derby 22½ cwt. The load of lead ore is about 3 cwt.

LEAD, FOR SOUNDING. An instrument for discovering the depth of water in a river, harbour, channel, &c. &c. It is composed of a large piece of lead, cast into a long narrow form, with a ring at one end for a line called the *lead-line* to pass through. It weighs from 7 to 9 lbs., and is made hollow at the lower end, in order to be armed, (that is filled with tallow,) to ascertain what kind of ground the lead strikes upon. The line is about 20 fathoms long, and marked as follows:—At the distance of 2 and 3 fathoms from the leadenweight are fastened pieces of black leather; at 5 fathoms a white rag is fastened; at 7 fathoms a red one; at 10 and 13 black leather, and at 17 a red rag. The numbers between are called *deeps*, thus by the mark 7; by the deep 9, indicate 7 and 9 fathoms. When the depth is great, the deep sea lead of 28 lbs. is used. The *leadman* or man who *heaves* the lead, stands somewhere on the side of the vessel, leaning against a band for that purpose, lets the lead descend near the water, then swinging it over his head once, or twice if the ship be going fast, throws it forward.

LEAD, BLACK.—See *Black Lead*.

LEADING PART OF A TACKLE. That part which is pulled upon.

LEADING WIND. A free or fair wind, used by sailors in contradistinction to scant wind.

LEAGUE. A measure of 3 miles in length, generally used in measuring distances at sea. A nautical league or 3 nautical miles is the 20th part of a degree of a great circle, and consequently about 3.45 English miles. The common French land league, used as a mea-

surement for roads, &c. on the continent is of two lengths; one called the posting league, contains 2000 toises, and is equal to 2.42 English miles, and the league of 25 to a degree, or equal to about 2.76 English miles.

LEAKAGE. The oozing out of liquids from the vessels which contain them. In commerce it is an allowance made in the customs to importers of wine, for the waste and damage the goods are supposed to receive by keeping.

LEAK IN A SHIP, is a chink or hole in the deck, sides or bottom of a ship, through which the water passes into her hull. When a leak first commences, the ship is said to have sprung a leak.

LEASE. In law, is properly a conveyance of lands and tenements usually in consideration of rent or other annual recompence, made for life, for years, or at will, but always for a less time than the lessor or party letting has in the premises. The conveyance by a lessee of part of his interest is properly an under-lease; of the whole an assignment.

LEATHER. The prepared skins of animals. The principal object of the art of converting skin into leather is to render it strong and tough, durable, and often waterproof, and to prevent its destruction by putrefaction. The skins are first cleaned of hair and cuticle, and then impregnated either with vegetable tan and extract, as in the production of what is called tanned leather, or with alum and other salts, as for tawed leather. These processes are sometimes combined, and tanned leather often undergoes the further operation of carrying or impregnation with oil. As instances of these several results, thick sole leather is tanned; white kid for gloves is tawed; the upper leather for boots and shoes is tanned and curried; and fine Turkey leather is tawed and afterwards slightly tanned. The leather manufacture of Great Britain is of very great importance, being inferior in point of value and extent only to those of cotton, wool and iron. Besides some of the necessary parts of our clothing, as boots and shoes, and gloves, leather is used for an infinity of purposes. In the structure of numberless machines, the books on our shelves, the harness of our horses, and the coverings of our carriages, boxes, and other articles. The number of persons engaged in all the various branches of our leather manufacture is estimated at 200,000 and 300,000, the total quantity of all kinds of leather at 65,000,000 lbs., and the entire value of the manufacture at £5,500,000 for the raw material, which when made into shoes, boots, and other articles, has been estimated at four times the value. The exportation of leather, wrought and unwrought, is about 2,500,000 lbs. annually, besides

saddlery and harness to the value of £90,000. For the duty on raw leather imported, see *Hides, Furs, Parchment and Skins*; for that on manufactured leather, see *Boots, Gloves, &c.* Leather articles cut into shapes for manufacture, if not otherwise enumerated, pay a duty of 15 per cent.

LEDGE. A long ridge of rocks near the surface of the sea.

LEDGER. The principal book in a merchant's counting-house, in which the various transactions of business are arranged in a succinct methodical manner, according to each man's account, the debtor and creditor transactions being written in juxta-position with each other on the opposite sides of the folio, (see *Folio*.) Accounts are also *posted* in the ledger relative to stock in hand, cash, profit and loss, bills, and other subjects, so as to enable the merchant upon examination of his ledger to find at once all the general items of the whole of his business transactions, to see the extent and circumstance of each debtor's or creditor's account current, and to ascertain at a glance his stock, profits, expenses, &c. In book-keeping although it is to be recommended that all accounts should be entered in the ledger, or *posted* as it is termed, at a very short period after their occurrence, yet such is not absolutely necessary.

LEE-BOARDS, are strong planks affixed to the sides of flat bottomed vessels, such as river barges, &c., which draw but little water; these by being let down into the water when the vessel is close hauled, prevent her from falling to leeward.

LEECH. A well-known annulose animal, used to abstract blood by an application of one or more to the part of the body where such an abstraction is required. Leeches form so very considerable an article of commerce that as many as 600,000 are imported monthly by four principal leech dealers of London alone; nearly all our supplies come from Hamburg. They are caught by the hand, or by a person wading in the shallow waters during spring, when they adhere to his naked legs. In summer, when they retire to deeper waters, they are usually entangled by means of a raft constructed of twigs and rushes. They are sometimes imported in bags, but more usually in small barrels, each holding about 2000; the head being made of stout canvas to admit the air. Five per cent. *ad valorem* duty is levied upon their importation, and this realized in 1840 the sum of £501, showing the whole value of imported leeches to be above £10,000.

LEECH LINES are ropes fastened to the middle of the leeches of the mainsail and foresail, and communicating with blocks on the under-side of the top, whence they pass downwards to the deck, serving to trim

those sails up to the yards as occasion requires.

LEECH ROPE. A name given to that part of the bolt rope to which the edge of a sail is fastened.

LEECHES OF A SAIL. The borders or edges of a sail, which are either sloping or perpendicular. Those of the square sails, that is the sails whose top and bottom are parallel to the deck, or at right angles with the mast, are denominated from the ship's side; as the starboard leech of the mainsail, the lee leech of the fore top-sail; but the sails, which are fixed obliquely on their masts, have their leeches named from their situation with respect to the ship's length, as the fore leech of the mizen, the after leech of the jib, &c.

LEEFANGE. A bar of iron fastened at its extremities to the deck, and upon which the sheets of some fore and aft sails traverse when tacking, particularly the fore-sail of a sloop, hoy, and cutter.

LEE GAGE, implies further from the point whence the wind blows than another vessel.

LEE LUNCHES. The sudden and violent rolls which a ship makes to the leeward in a high sea, particularly when a large wave strikes her on the weather side.

LEE OR LEeward. An epithet used by seamen to distinguish that part of the hemisphere to which the wind is directed, from the other part whence it arises, which latter is accordingly called to *windward*. This expression is chiefly used when the wind crosses a ship's course, so that all on one side of her is called to windward, and all on the opposite to leeward, and hence *under the lee*, implies that portion of the water which is sheltered by the ship. *Under the lee of the land*, is to bring the ship so that all her sails may lie flat against the masts and shrouds, and that the wind may come right upon her broadside.

LEE SHORE. A ship is said to be on a lee shore when she is near the land, with the wind blowing right upon it.

LEE SIDE. All that side of a ship or boat which is pressed down towards the water by the effort of the sails, as separated from the other half by a line drawn through the middle of her length. Thus if a ship sail southward, with the wind at east, then is her starboard or right side the *lee* side, and the larboard or left the *weather* side.

LEES. The sediment at the bottom of casks of wine, oil, &c. That of wine consists of a salt, called tartar or crude tartrate of potash. This purified forms the cream tartrate or cream of tartar, and still further manufactured, tartaric acid.—See *Argol*.

LEeward.—See *Lee*.

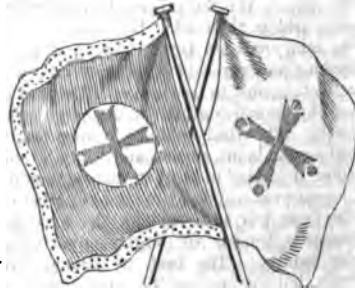
LEEWAY. The lateral motion of a ship to the leeward of her course, or the angle which

the line of her way makes with the keel when she is close-hauled. The cause of lee-way is the violence of the wind, and beating of the waves laterally against the ship in consequence, or the oblique direction of currents.

LEGACY. Some particular thing or specific sum given by last will and testament; a testamentary gift of real property being called in law a devise. Legacies are general, such as a gift of a sum of money out of the general estate of a bankrupt; or specific, as a gift of a particular bank note or coin; or residuary, as a gift of the residue of an estate after other demands are satisfied. General legacies are subject to abatement, if the estate does not yield sufficient to pay all in full, but not special legacies; but the latter are of no import when the particular article left is not in the possession of the testator at the time of his death. It is then said to be *ademed* or taken away, and the legatee is not entitled to another article, or to its value in lieu of it. The mode of compelling executors to pay a legacy is by bill of equity. They cannot be compelled to pay a legacy until the expiration of a year after the testator's death, being allowed that period for ascertaining and discharging his debts; and even if a legacy has been paid the legatee must refund, if it should be necessary for the payment of creditors who come in, although after the period above mentioned. The duties on legacies are as follow:—Of the value of £20, or upwards, out of personal estate, or charged upon real estate, &c., and upon every share of residue, if to a child or parent, or any lineal descendant or ancestor of the deceased £1 per cent. To a brother or sister, or their descendants, £3 per cent. To an uncle or aunt, and their descendants, £5 per cent. To a great uncle or great aunt, and their descendants, £6. To any other relation, or any stranger in blood, £10 per cent. Legacy to husband or wife exempt.

LEGHORN OR LIVORNO. A city of Tuscany in Italy, with one of the best harbours in the Mediterranean. The commerce of all the surrounding countries, as well as the extensive silk trade of Florence, is carried on by Leghorn; it is therefore a place of considerable trading importance, indeed the most important sea-port of Italy. Its exports are similar to those of the other Italian States; namely, raw and manufactured silks, olive oil, fruits, sumach, valonia, wines, rags, brimstone, cheese, marble, argol, anchovies, manna, juniper berries, hemp, (skins, cork, &c. Leghorn plattling for straw hats is the finest in the world, and large quantities are imported into Britain. Besides the above, all the articles of the Levant trade, may be procured at Leghorn. The imports are ex-

ceedingly numerous and valuable, comprising all sorts of commodities, except of course those of its own produce. The shipping is generally small, not exceeding 20 tons even for the largest vessels. They carry one of the following flags:—



Accounts are principally kept in *pezze* or dollars of 8 reals, the pezze being divided into 20 soldi or 240 denari. The lira is another money of account, chiefly used in inferior transactions. It is also divided into 20 soldi or 240 denari, although the lira is not worth much more than $\frac{1}{4}$ of a pezze. The lira is worth about $7\frac{1}{2}d.$, consequently the pezzi is worth $3s. 10\frac{1}{2}d.$ very nearly. The lb. used for the precious metals and for all merchandize, = 5240 English grains. Hence 100 lbs. of Leghorn are equal to 74·864 avoirdupois, but it is usual to reckon 100 lbs. Leghorn = 77 lbs. avoir. 100 Leghorn lbs. make a quintal, 150 lbs. a cantaro generally, though this varies much for particular articles. A rottolo is 3 lbs. Corn is sold by the *sacco* or sack of 2·0739 Winchester bushels. The liquid measure is the *barile* of 12 English gallons, with its subdivisions. The long measure is the *braccio* = 22·98 English inches, and the *canna* of 4 bracci = 92 inches. The following barge or river boat is common about Leghorn.



LEMONS. (*Limonem* Ger. *Limoenen* Du. *Limons* Fr. *Limoni* Ital. *Limoes* Por. *Limonos* Sp.) The lemon tree, (*Citrus limonum*) was originally brought from the tropical parts of Asia, but is now cultivated very extensively in the south of Europe, especially in Sicily, and the fruit forms an important article of commerce. It is of the same family as the orange, citron and shaddock; its stature is

that of a large shrub or small tree; the leaves are oval, pointed, twice as long as broad, and like those of the other species contain scattered glands, which are filled with a volatile oil. The shape of the fruit is oblong, the juice acid and agreeable, containing more citric acid and less sugar than that of the orange. It is the principal source whence citric acid is obtained. Both the juice and the acid produced from it are cooling, refreshing and agreeable, and esteemed as an antidote against the sea scurvy. They are also used by the calico printer to discharge certain colors. The rind contains a very fragrant and agreeable oil, accompanied by a grateful bitter. It is used in many stomachic tinctures, for preserves and liqueurs, and in perfumery. For these purposes and for the making of lemonade, lemons are largely imported into this country. The best are brought from Spain, but various qualities are brought also from Italy, Portugal, Sicily, the Azores, &c. For the duty, see *Oranges*.



Lemon Tree.—*Citrus limonium*.

LETTER OF ATTORNEY OR POWER OF ATTORNEY. A document by which a party gives another named therein power to do certain lawful acts in his stead, the party so authorised being called his attorney. Such as to transfer stock, receive dividends, collect rents, &c. A common letter of attorney given for the convenience only of the granter is revokable, but if given as a security for money advanced, or remuneration for services received, such a letter cannot be revoked. A person acting under a power of attorney, must do so in the name of his principal and not in his own name. A letter, unless given as an assignment, falls at the death of the principal.

LETTER OF CREDIT. A letter written by one merchant, banker or correspondent to another, requesting him to credit the bearer or a third person named with a sum of money,

or an amount of goods, certain or uncertain. Such a letter is generally given by bankers to their customers, to enable them to meet incidental payments in travelling or transacting business at a place distant from that in which the banking-house where they keep cash is situated. A letter of credit ought to contain several particulars of the person who is to receive the money, &c., such as his signature, description of his personal appearance, &c., lest the letter of credit should fall into improper hands. The granting of such a letter is generally announced by post or other public conveyance, previous to the appearance of the party claiming. A regular receipt, or at any rate a check should be taken, whenever any money is paid under such a document, as a voucher to the granter of the letter that such has been duly paid. The usual entries and accounts are all that are necessary in the case of credit for goods, the latter being intended as a guarantee for the payment of those goods when the usual mercantile time of payment arrives.

LETTER OF LICENCE. An instrument by which creditors allow a party, who has failed in his trade, time for payment of debts, and arrangement of his affairs.

LETTER OF MARQUE. A commission granted in time of war to a private person commanding a vessel to cruise at sea, and make prize of the enemy's ships and merchandize. The ship so commissioned is also called by the same name. Letters of marque have two advantages. First,—They authorize private vessels to fight with enemies without becoming liable to a charge of piracy, and second, they preserve to the owners, officers and crews, the prizes made by privateers, which would otherwise fall to the crown.

LETTERS PATENT OR LETTERS OVERT. In law, are letters of the queen, open, but sealed at the bottom with the great seal of England, conferring some privilege, whereby a party is enabled to do or enjoy that which otherwise he could not. Such are letters patent to make denizens, to protect inventions, &c.—See *Patent*.

LEVANT. A term applied in a general sense to the countries on the eastern coast of the Mediterranean sea, and the adjoining islands. In a more restricted sense, it means the countries on the Asiatic coasts from Constantinople to Alexandria in Egypt. This Levant Proper is under the dominion of Turkey, has a very warm climate, many mountains, and very fertile plains, and is inhabited by Turks, Armenians and Greeks. The staples are grain, rice, tobacco, olives, cotton, silk, Angola goat's hair, safflower, and some minerals. The Levant coffee, as it is called, does not grow in the Levant, but in Arabia, and has this name because it is exported from the ports of the Levant.

LEVANTER. A name given to an easterly wind up the Mediterranean.

LEVANTINE. A stout, close-made, twilled, silken fabric, now little used.

LI, called also **CAXA.** The common copper coin in China, with a square hole in the middle, and an inscription on one side. The copper is alloyed with lead, and the coin (which is cast) is very brittle. Ten li make a candareen, 100 a mess, 1000 a liang or tale, about 5000 a picul.

LIABILITIES. A term applied to all the pecuniary obligations of an individual or company.

LIBRA. The Latin, Spanish, and Italian name for a pound in weight, also a Spanish money; of account varying in different provinces.

LICENCE. In law, a power or authority given to a man to do some lawful act, and may be by word or by deed. Licences may be private or public. A private licence is granted by one individual to another, as for example; when a man permits another to trespass on his grounds; if the second party abuses that permission by doing wanton injury, or otherwise, he is a trespasser notwithstanding the permission or licence granted him; licences of this kind are of the same character as loans; as when you permit a man to use a horse, and by carelessness he injures that horse, or loses it, he is nevertheless accountable. Public licences are granted by the exercise, customs, and other offices of government for doing certain acts, and entitling certain trades and professions. The principal of these are as follows: Pawnbroking, hawking goods, appraisers, auctioneers, postmen, bankers, dealing in plate, distilling spirits, beer, brewing, smelting, dealing in wine, spirits, beer, cider, coffee, tobacco, certain groceries, &c. The making of glass, soap, paper, vinegar, &c. Licences are also required for certain kinds of postage boats, luggers, &c. under the act to prevent smuggling. Licences are also granted by some universities, and also by the apothecaries' company for the practice of medicine.

LIE TO. To retard a ship in her course, by arranging the sails in such a manner as to counteract each other with nearly an equal effect, and render a ship almost stationary with respect to her progressive motion, is called to lie to, or to lie by, and the operation thus to manage the sails, is called *bringing her to.*

LIEN. In law, signifies the right which a creditor has to retain the property of his debtor until the debt has been paid; and furnishes one of the very few instances in which a party is allowed to take as it were the law in his own hands. Liens are either general or particular. A general lien is the

right to retain a thing for a general balance of accounts, and not for those demands only which arise in respect of the thing obtained. This sort of lien is said not to be legal unless by permission of the owner. A particular lien, and which is legal, is a right to retain a thing when the claim against the owner of it arises out of the thing retained itself; as where a tailor has made the cloth of his customer into a coat, the tailor is allowed to retain the cloth until he is paid for his labor in making it up, so also a stage-coachman, if his passenger refuse to pay the fare, may retain some parcel or other matter belonging to him, until such is paid. A turnpike man has the same sort of lien for his toll, and a carrier for the carriage of the goods he transports, but in all cases it has been held that the lien must not be excessive, for a turnpike man would not be justified in retaining a load of goods for a trifling toll, the lien must also apply only to the particular transaction when retained; thus a carrier must not detain goods for previous sums due to him. The payment of a simple contract debt cannot be recovered by action after six years have elapsed since the incurring of it, but a lien may be retained for an indefinite period, until the claim is satisfied.

LIFE ANNUITY. See *Annuity*.

LIFE ASSURANCE. See *Assurance*.

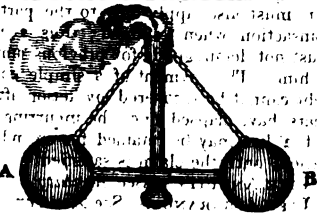
LIFE-BOAT. A large boat, made particularly buoyant by hollow, empty, tables of metal or small casks being attached to it, which prevents its sinking even when loaded with a crew, and full of water. Some life-boats receive their buoyancy from being cased with cork. The intention of life-boats is to save the crew of stranded vessels.

LIVE-BUOYS. A light substance or contrivance intended to support a person in the water and prevent him from sinking. The corks used by swimmers are of this description:—Bags or belts of air are perhaps among the most simple and effectual live-buoys. They are, when used, if small, to be fastened round the neck of the person by means of the strings attached to them, and while the bag is void of air, or in a collapsed state, their air is to be blown into the stop-cock seen at and beside him. And as seen in fig. B, until it is properly inflated, when the stop-cock being turned off, the apparatus becomes so buoyant as to sustain the head



of the person wearing it comfortably above the water. If made larger it is to be placed under the arms. It may, as before, be either tied on, or if made without strings, as A, the wearer steps into it.

Another life-buoy, the invention of Lieut. Cook, R.N., for the assistance of persons who may fall overboard at night, is seen in the following cut:—It consists of two copper balls A, B, connected together by a wooden rod, and between the balls is a fusee which burns with a brilliant light and so strong a fire that the washing of the sea cannot extinguish it. This can be lighted and let down from a ship in ten seconds, and falling near the drowning man, not only is a mark for him to reach, but of sufficient buoyancy to sustain him above water until a boat can arrive, to the course of which it is also a sure beacon. The machine is so weighted below as to stand erect in the water.



LIFE-LINE. In a ship, any rope stretched along for the safety of the men, as is practiced in bad weather.

LIFTING. The taking a ship into dock for repairs, and supporting her by props and shores; during the operation, is called *lifting her*.

LIFTS. Certain ropes descending from the cap and mast head to the opposite extremity of the yard immediately under, where passing through a block or pulley they become double. They are used to keep the yard in equilibrium, or to pull one of its extremities higher than the other, if occasion requires, but particularly to support the weight of it, when a number of seamen are employed; thence to fasten on the sail.

LIGHTER. A large, open, flat-bottomed barge, without masts or sails, and generally managed with oars, and employed to carry goods to or from a ship when she is laden with or delivered of her stores or cargo.



A ballast lighter is a vessel fitted up to heave ballast from the bottom of a harbour or river, and to carry it to or from ships. A close lighter is fitted with a deck, often moveable throughout its whole length, to cover over those merchandises which would be injured by the weather, as also to prevent pilferage.

LIGHTHOUSES. An edifice constructed near the sea coast, where a light is shown at night for the direction of mariners. An object of the greatest importance in the establishment of lighthouses is to vary the appearances of the different lights, so that each may have some distinctive character by which it may be easily recognized, and the mariner be made aware of the part of the coast he is approaching. Among the methods adopted for this purpose are the following:—1. The interposition of colored shades before the lenses or reflectors, so as to give a particular color to the light; red is the only color that can be used; shades of any other color are found to absorb too much light. 2. The time of revolution, or the length of the interval between the successive appearances of the light; this is the only mode of distinguishing lights on the French coast. 3. A flashing light; that is, a light of which the alternate flashes and eclipses succeed each other so rapidly as to give the appearance of a succession of brilliant scintillations. 4. An intermittent light, which consists of a fixed light which is suddenly eclipsed, and after a stated interval, is suddenly rekindled; the appearance of this light is entirely different from that of any revolving light. 5. The exhibition of a double light, which admits of other distinctions; for, the one light may be placed vertically over the other, or in the same horizontal plane; or one may be white, and the other red. Sometimes three lights are necessary to distinguish the distance to harbours, &c. The expence of supporting a land light in Great Britain is about £500, and that of a floating light about £1200.

LIGNUM VITÆ OR GUAIACUM WOOD. This heavy and hard wood is shipped from Cuba, Jamaica, St. Domingo, and New Providence Islands, in logs from 2½ to 36 inches diameter. When first cut it is soft and easily worked; but it becomes much harder by exposure to the air. The wood is cross grained, covered with a smooth yellow sap; like box wood, almost as hard as the heart wood, which is of a dull brownish green, and contains a large quantity of the gum guaiacum, which is extracted for the purposes of medicine. Lignum vitæ is much used in machinery for rollers, presses, mills, pestles and mortars, sheaves for ship's blocks, skittle balls, and a great variety of other works requiring hardness and strength.

It is one of the heaviest of the woods. The fibrous structure of it is very remarkable; the fibres cross each other sometimes at an angle as oblique as 30 degrees with the axis, as if one group of the annual layers would to the right, and another to the left, and so on, but without any apparent regularity. The wood can hardly be split; it is therefore always cut with the saw. The Bahama lignum vitae has a large proportion of sapwood; pieces of 8 or 10 inches diameter having the central heart wood often not thicker than a broom handle. There are two species, *Guaiacum officinale* and *G. sanctum*, both of which yield the lignum vitae of commerce. — See *Guaiacum*.

LIMBERS OR **LIMBERS**. **HOLMS**. In merchant ships are square holes cut through the lower part of the floor timbers, very near the keel, forming a channel for water, and communicating with the pump well, throughout the whole length of the floor. *Limber boards*, the short boards or covers for the limber holes. *Limber rope*, a long rope frequently retained in the limbers in order to clean them when foul, by drawing the rope from one to another of the holes, all along the vacant space beneath, called the *limber passage*. Pigs of iron or lead are often placed in this part of the vessel as ballast, called in that case *limber ballast*.

LIMA. The capital of the republic of Peru, situate on the river Rimac, about 10 miles from the Pacific Ocean; long. 77° 55' W; lat 12° 2' S. Population about 80,000 inhabitants. Its port is Callao, which lies about 6 miles off. The exports from Lima consist principally of copper and tin, silver, carbovan leather, soap, Jesuit's bark, &c. The imports are chiefly those of woollen and cotton stuffs and hardware from England; Silks, brandy and wine from Spain and France. Stock fish from the United States. Indigo from Mexico. Paraguay tea from Paraguay, spices, quicksilver, &c. Timber for the construction of ships and houses is brought from Guayaquil. The official value of the different articles of British produce and manufactures exported to Peru, amounts annually to about £624,000, exclusive of colonial produce. The imports do not exceed a fifteenth part of this sum. The money, weights and measures are those of Spain.

LIME. This very useful earth is obtained by exposing chalk and other kinds of limestones, or carbonates of lime, to a red heat, an operation generally conducted in kilns constructed for the purpose. The carbonic acid is thus expelled, and lime, more or less pure, according to the original quality of the limestone remains. In this state it is called *quicklime*; when sprinkled with water, it becomes very hot, and crumbles down into a dry powder, called *sleaked lime* or *hydrate of*

lime. Lime is white, very infusible, highly luminous, when heated to full incandescence, and of a specific gravity of about 2.3. It requires for solution 500 times its weight of water, and is somewhat more soluble in cold than in hot water. But weak as this solution is, it acts powerfully alkaline upon vegetable colors, and has an acrid taste; hence lime is called an *alkaline earth*. The uses of lime are very numerous. Its most important application is in the manufacture of mortar and other cements for building, &c. It is used also extensively as a flux for metals, and as a manure for cold clayey lands. Its chemical salts are very numerous, the chief of these which are used in the arts are the chloride of lime or bleaching powder, and the sulphate of lime or plaster of Paris. There are no fiscal restrictions on the conveyance of lime.

LIME. The fruit so called, is a species of a variety of the orange genus, (*Citrus aurantium*), which grows in abundance in most of the West India Islands, also in some places in the south of Europe, and throughout India. It is smaller than the lemon with a very thin skin, of a bright yellow color when ripe. It is rather more aromatic and acid than the lemon, which is much stealer in flavor. The juice is abundant, and is expressed for the making of citric acid and other purposes. Lime juice is imported from the West Indies, &c., the duty upon which is 4d. the gallon. The number of gallons imported in 1844 was 60,260.

LIME TREES, called also **LIMES** or **TAKES**, is of three species, the wood of which is used indiscriminately in the arts; these species are *Tilia europaea*, *T. parvifolia* and *T. grandifolia*, all trees of large size and common throughout Europe. The wood is very light colored, fine and clean in the grain, and when properly seasoned, it is not liable to split or warp. It is nearly as soft as deal, and is used in the construction of piano fortes, harps, and other musical instruments, and for the cutting boards for carriage, shoe-makers, &c. as it does not draw out the knife in any direction of the grain, or injure its edge. It burns very cleanly. This wood has formerly been used for great extent for the frames of the best Japanese chairs inlaid with mother of pearl, &c. Lime tree is particularly suitable for carving, from its evenness of texture and freedom from knots.

LIMITATION OF ACTIONS. The period beyond which personal actions of trespass or debt, on simple contract, cannot be brought is defined by the statute 21 James I. c. 16, called the statute of limitations. By this it is enacted that they must be commenced within six years after the cause of action, with the exception of actions of assault, menace and false imprisonment, which are

limited to four. But a right of action may be derived by an express acknowledgement on the part of the debtor. Penal actions for forfeiture made by statute must be brought in general, according to the terms of the statutes, within two years or one year.

LINEN. A general name for small ropes, but belonging properly to such only as are made of two strands, occasionally, as far as fishing lines are concerned, applied to three stranded cords. *A concluding line* is a small rope, which is hitched to the middle of every step of a star ladder. *A deep sea line* is a long line marked at every five fathoms with small strands of line knotted. It is used with the deep sea lead. (See *Lead*.) *A fanny line* is a small rope used in some vessels to haul up the throat and peak brace of the mizen, that they may not chafe the lee side of the sail. *A fishing line*, a particular kind of line, generally used for fishing. *A line* (line) is line about 20 fathoms long, which is used with the lead in sounding. *Hauling line*, the name of any small rope let down into a ship, to haul up some light body by hand. *Life line*. (See *Life*.) *A ship of the line* is a vessel large enough to be drawn up in the line, and to have a place in a general naval engagement, namely from 120 to 64 guns. *A spilling line* is a rope fixed occasionally to the square sail, particularly the main and fore courses of a ship, in tempestuous weather, for reefing or furling them more conveniently. *Tarred line* and *white line* are distinguished by the latter being in its untarred state, as woven; while the tarred line has been dipped in that material.

LINEN. (*Linum* Ger. *Lynum* Dan. *Teile* Fr. *Tela* Ital. *Linum* Sp. *Polotno* Russ.) A cloth of very extensive use, made of flax. In common linen the threads cross each other at right angles; if figures are woven in it, it is called damask. The species of goods which come under the denomination of linen are table cloths, plain and damasked, cambric, lawn, shirting, sheeting, towels, Silesias, Omburgs, &c. The chief countries in which linens are manufactured are Russia, Germany, Switzerland, Flanders, Holland, Scotland and Ireland. From the latter place, immense quantities are annually shipped to England, particularly shirting, damask linen, and towel ling of superior quality. The beauty of linen consists in the evenness of the thread, its fineness and density. The last of these qualities is sometimes produced by subjecting it to rollers, so that linen with a round thread is preferred to that which is flattened. The warp or woof is not unfrequently made of cotton thread, which renders the cloth less durable; such is named *union*. Government documents do not enable us at the present day to ascertain any thing like the

real amount of linen manufactured in the United Kingdom. The nearest approach to the average value of the whole quantity manufactured yearly is £7,500,000. The total number of persons employed being 170,000. The duty upon linens imported is as follows:—*Plain linen* 5s. the piece, bordered handkerchiefs the same. Cambrics and French lawn, the piece not exceeding 8 yards in length, and 1 yard in breadth, and so in proportion for any greater or less quantity, 6s. per piece. Lawns of any other sort not French for every £100 value, £15. Damasks 10d. the square yard, damask diaper 6d. *Plain linens* and diapers not otherwise enumerated or described, and whether checked or striped with dyed yarn or not, for every £100 value, £15 duty. Sailcloth or manufactures of linen 15 per cent. Linen thread 10 per cent. Raw linen yarn 1s. per lbw.

LINSEED AND LINSEED OIL.—See *Flax*.

Liqueur. A palatable spirituous drink, composed of water, alcohol, sugar, and some aromatic infusion, extracted from fruits, seeds, &c. The great difference in the qualities of the different liquors is owing principally to the different proportion of sugar and alcohol in them. The French distinguish three qualities: the first are the *veluties* or simple liquors, in which the sugar, the alcohol, and the aromatic substance are in small quantities; such are the anise water, *noyau*, the apricot, cherry ratafies, &c. The second are the oils or *fine* liquors, with more saccharine and spirituous matter; as the anisette, curacao, &c., which are those commonly found in the cafes. The third are the *creams* or superfine liquors, such as rose-hell, maraschino, Dantico water, &c. The same aromatic infusion may therefore give its name to liquors of different qualities in which the materials are the same, but the proportions different; thus one proportion of ingredient gives *eau-de-noyau*, another *creme-de-noyau*. The duty upon liquors is if from British possessions 9s. per gallon.

Liquorice. A genus of leguminous plants, containing eight species; they have pinnated leaves, and small blue, violet or white flowers, which are disposed in heads or spikes, and are remarkable for the sweetness of the roots. The common liquorice, (*Glycyrriza glabra*), grows wild in the south of Europe, and is cultivated in many parts of Britain, particularly near Mitcham, in Surrey, for the sake of the root, which is much used in pharmacy, and forms a considerable article of trade. That black and hard mass, which comes to us in rolls, and which is well known by the names of Spanish liquorice and black sugar, is the dried juice of the roots. Little or none of this is made in England; our supply coming from Spain and Sicily; this juice is obtained by crushing the roots in a

mill, and subjecting them to a press. The liquor obtained is then boiled till of a proper consistence, when it is poured into moulds, and being afterwards wrapped in bay leaves is ready for sale. Its consumption is very great among the porter brewers to give color and flavor to porter and stout; also, both in the state of the unprepared root and in that of the juice, as a popular remedy for coughs, colds, sore throats, &c. The duty upon liquorice in its different states is as follows:—

	From P.O.	From B.P.
Liquorice roots, the cut...	0 10 0	0 10 0
paste, monthly...	0 0 0	0 10 0
juice, monthly...	0 0 0	0 10 0
powder, monthly...	0 15 0	0 15 0

LIRA. A money of account at Sardinia worth about 18. 6d.

LISBON. The chief city of Portugal, and the residence of the court, is situated in the province of Estremadura, on the right bank of the Tagus, which is here a mile and a half in width, and not far from the mouth of the river. It is in lat. 38° 42' N., long. 9° 5' W., with a population of 200,000. The harbour of Lisbon is one of the finest in the world, the city in a most convenient position for commerce, and the quays at once convenient and beautiful; yet Lisbon has but little foreign trade, owing chiefly to the unsettled character of the government, the insecurity of property, and the little encouragement given to mercantile pursuits. Not more than fifty or sixty vessels belonging to the port, are at the present time engaged in foreign trade, and these are of small burden, and about 200 still smaller employed in the coasting trade of the country. The principal exports are those of oranges and lemons, but these are of inferior quality to those of Spain, also wine, particularly Lisbon and Calcutella, wool, oil, tanned hides, woollen caps, vinegar, salt, cork, &c. Besides colonial produce, the imports consist of cotton, woollen and linen goods, hardware, earthenware, dried fish, butter, corn, cheese, timber and deals, hemp, &c. The declared value of all articles exported from Great Britain to Portugal amount annually to about £1,000,000, of which cotton stuffs and yarns make nearly one half; a great portion of these, however, are landed at Oporto. The money of accounts are rees and milreas; 1000 rees make a milrea; 400 rees a crusado of exchange or old crusado; 480 rees a new crusado; 100 rees make a testoon; and 20 rees a vinten. The milrea is valued at 67½ d. English. The commercial weights are 8 ounces = 1 marc; 2 marcs = 1 lb. or arratel. 22 lbs. an arroba; 4 arrobas = 1 quintal. 100 lbs. or arratels are = 101.19 lbs. avoirdupoise. The principal corn measure is the moyo = 23.03 Winchester bushels. The chief liquid mea-

sure is the almeda = 4.37 English wine gallons. This however varies much at different places; at Lisbon it is 5.37. The city of Lisbon is beautifully situated, and the western part of it handsomely built. It is without walls, and even the single tower by which it is commanded, and which is situated on an eminence, is in ruins. There are however some strong forts on the harbour. The annexed cut shows the general appearance of the city from the harbour:—



LISPOND or LISPRUND. A continental weight varying at different places; at Copenhagen 17 lbs. 12½ oz. avoirdupoise; at Hamburg 14 lbs. 14 oz.; at Stockholm = 18½ lbs. avoirdupoise.

LIST. Among sailors, signifies an inclination to one side; as "our ship has a list to starboard," that is, is depressed more in the water on that side.

LITERARY PROPERTY. It is an established maxim in law that one person may not make use of the property of another person without his consent. When labor is paid for, or given gratuitously, consent is implied, and the article manufactured becomes the property of the employer, and not of the laborer. This is so evident in relation to tangible objects that no one would dispute the right of ownership; but with relation to mechanical inventions, literary property, scientific discoveries, and all which is the produce of a man's own genius and knowledge, the right of exclusive possession is ascertained with more difficulty; this is because the originality is not so easily proved, and not because the law is unwilling to protect a man's mental labor any more than it is that of his hands. The difficulties in assigning to their proper owners literary property have given rise to various statutes for its protection. The fundamental principles of all these statutes is that property must be registered as such before it can be defended, and secondly, that while the rights of the inventor are entitled to protection, those of the public require that that protection should be limited in extent and duration. It is upon these principles that two statutes regulating these matters have been prepared, namely, the law of patents of invention and the law of copyright. (For the former, see *Patents*, for the latter, in part, see *Books*.) Literary property however consists not merely of books, but of dramatic and

musical compositions, lectures and designs. Relative to the first of these; 3 and 4 Wil. IV. establishes a copyright not merely in reference to publication and sale, similar to that on books, but also against performance on the stage, except by the author's permission; the duration of which exclusive right of representation and publication is continued by 5 and 6 Vic. c 45, to the same extent as the property in a book. The penalty for infringement is 40s. each unauthorized representation, or damages to the extent of the sum cleared by the representation and double costs. The same applies to all musical compositions. Lectures and sermons delivered were also protected by 5 and 6 Wil. IV. c 65, from being published without consent of the lecturer, but as all mention of these is omitted in the last copyright act (5 and 6 Vic. c 45.), the law upon the subject of them is doubtful, especially as this act repeals all former ones. Designs for ornamenting articles of manufacture are also protected by 5 and 6 Vic. c 100, from infringement or piracy. — See *Design*.

LITHARGE. An oxide of lead in an imperfect state of vitrification. It is used for various purposes in the arts, by potters, glass makers, painters, and others. It is prepared by melting lead, and continuing it for some considerable time at a high degree of heat, by which, supposing it to have contact with the air, it will become gradually changed into litharge.

LITHUS. — See *Archil*.

LITRE. The unit for measures of capacity in France.

LIVERY COMPANIES OF LONDON. There existed from the period of the Anglo-Saxons *gilds* or companies of merchants or traders; these were remodelled in the reign of Edward III. and called then for the first time *Livery* companies, from assuming a characteristic dress, while their name of *gild* was changed into craft and mystery. The ancient heads of the *gild*, previously called *alderman*, was now changed to *master* or *warden*, the title of *alderman* being reserved for a magistrate of the city. By an act 49 Edw. III. and an order of council passed soon afterwards, the livery of London were invested with the right of election of all city dignitaries and officers, as also members of parliament; this last exclusive right was taken away by the reform act of 1832, the elective franchise for members of parliament being now restored to the inhabitant householders in whom it was vested originally. These companies engrossed the chief trade of London to themselves, and were (dressed in their gowns) attendant upon all grand processions. They gave periodically great entertainments, and exercised considerable influence over the affairs of the whole kingdom, amassed immense wealth,

and acquired numerous estates, colleges, &c., devised to them for charitable purposes by pious individuals. This accumulated wealth and power excited the avarice of Henry VIII. who claimed all of a religious character; Edward VI. seized others as his rightful inheritance. Mary I. Elizabeth, and afterwards Charles I. by forced loans, and other means impoverished and humbled the city companies still more. Their affairs were further depressed by the Barebone parliament, still more so by Charles II. and next to annihilated by the "Great Fire of London in 1666." Most of them however have gradually recovered their influence in our times. There are now 12 great chartered livery companies existent from ancient times, and 96 other companies more modern, but not on that account less wealthy. These great companies began to separate themselves from their brother guilds as early as the times of Henry III. The *twelve* only, with the single exception of the armourers, enrolled sovereigns among their members, elected the lord mayor, sent members to parliament, headed city and state processions, wore gowns, and entertained foreign princes, &c. They are now taking them in their order of precedence, mercers, grocers, drapers, fishmongers, goldsmiths, skippers, merchant tailors, haberdashers, salters, ironmongers, vintners, and clothworkers. Under these various names, as well as the words apothecary, stationer, &c., will be found succinct notices of these companies.

LIVERPOOL. A borough town of England in Lancashire, and, next to London, the greatest sea-port in the British dominions, 204 miles from London, 36 from Manchester. Long. 2° 59' W. lat. 53° 25' N. It extends along the eastern bank of the Mersey about 3 miles, and at an average about a mile inland. On the west side of it, and forming an important feature of the town, lie the docks, which with the wharfs, warehouses, &c., extend in an immense range along the bank of the river, and occupy a space of about 100 acres. Most of the larger streets are well built, and the public institutions are very numerous and very elegant. The inhabitants enterprising, high-spirited, and well informed. Liverpool has an extensive system of canal navigation and railroad traffic, which have grown up with its increasing trade. The manufactures are chiefly those connected with shipping, or the consumption of the inhabitants. There are extensive iron and brass foundries, breweries, soap works, and sugar houses. A great number of men are employed in the building, repairing and fitting out vessels. Of the finer manufactures the watch movement and tool business is carried on extensively, and almost exclusively here; and in the neighbourhood are china and glass manufactories. Liverpool is one terminus.

of the first great railway that was constructed in England, that between Liverpool and Manchester. By this it has been lately estimated that 1500 tons of merchandise and 1300 passengers are conveyed daily. Liverpool is also connected to London by a second railway, where the traffic is also immense. The exports of Liverpool consist chiefly in the manufactured goods of England, such as earthenware, cutlery, hardware, cotton and

woollen goods, much salt, and some coal; the imports in the produce of Ireland, such as butter, bacon, beef, pork, cattle, corn, linen, spirits and wool; and the produce of Africa, the East Indies, and North and South America: viz. palm oil, woods, ivory, tea, bark, coffee, flour, hides, indigo, pimento, rice, rum, sugar, tallow, tobacco, and raw cotton, for which latter article Liverpool is the great emporium of the kingdom.



LIVERPOOL SEEN FROM THE NORTH.

LIVRE. An ancient French coin; at first the livre was divided into 20 solidos, afterwards into 10 sous. In Italy into 20 soldi. In Spain into 20 sueldos, as the old German £ into 20 schillings, and the English into 20 shillings. The revolution changed the name into franc.

LIZARD. An iron thimble, spliced into the main bowlines and pointed over, to hook a tackle to.

LLOYD'S COFFEE-HOUSE. A place in London celebrated as the resort of eminent merchants, underwriters, insurance brokers, &c. As Lloyd's is one of the most extensive and best known insurance offices, the estimate of a vessel at Lloyd's tends much to determine her character among merchants. The books kept here contain an account of the arrival and sailing of vessels, and are remarkable for their early intelligence of maritime affairs.

LLOYD'S LIST. A publication in which the shipping news received at Lloyd's coffee-house is published. On account of the extensive information which it contains it is of great importance to merchants.

LOAD-MANAGE OR LODE-MANAGE. The hire which the pilot receives of the master or captain, for conducting a ship up the river or into port. Petty load-manage and primage are due to the master for the use of the cables and ropes to discharge the goods, and to the mariners for loading and unloading the vessel; it is commonly about 1s. per ton. If ropes break in hoisting goods out of the ship into the lighter or boat, the master must make

good any loss or damage which may happen to the goods, but should the ropes break at the crane in taking the goods out of the lighter, then the wharfinger must answer for any damage or loss which may happen to the goods.

LOADSMAN. A river or port pilot.

LOAN, PUBLIC. The name given to money borrowed by the state. There may occur cases which require expenses for which the ordinary revenue of the state is not sufficient. If in such cases it is not possible to increase the usual revenue by augmenting the taxes, without great inconvenience to the nation, the state will find it advisable to borrow, and to pay interest till it can discharge the principal.—See *Funds*.

LOBSTER. This well-known crustaceous animal (*Astacus gammarus*) is so much an object of search with our fishermen, and an animal of so great a consumption with the inhabitants of the metropolis, that more than 2,000,000 lobsters are brought up to Billingsgate alone in the course of the season, independent of the vast quantities consumed at Gravesend and other watering places, at the seaports, &c. In the summer season the lobster approaches the coast to deposit its spawn, and owing to the greater facility of taking them at this season, June and July are the months when lobsters are most plentiful. The coolness and refreshing sweetness of their flesh also entitles them to more favor in the warmer weather than in the winter, although the flavor is finer in the latter season. They are taken by means of

LOBS. pots or traps, made of osiers, formed with a taper neck, and baited with garbage, attached to a rope and buoy, and sunk by means of a weight. Like the crabs, lobsters change their crust annually. Previous to this process they appear languid when alive, and when dead the flesh of the claws and tail is found shrivelled, so that it does not fill the shell, which is therefore found to contain much of a watery fluid. When the limbs have become so shrivelled, as to be capable of being drawn out of the shell, the latter is thrown off, and the fish remains unprotected by any covering. At this time the shrivelled flesh becomes puffy, and swells to a large size, emitting a fluid, which even in so short a time as three or four days becomes consolidated into a new shell. A good lobster should be heavy, not give a splashing noise when shaken, and the tail should remain firmly and closely bent under the body—the latter shows the freshness, the former circumstances combined show that the fish is in season. Lobsters containing coral as it is called, or milt, and also those covered with spawn, are in most generally good, particularly the former. No lobsters must be taken on the coast of Scotland, between June 1 and Sept. 1, under a penalty of £5 for each offence. There is no report, entry, or warrant required in importing lobsters into the United Kingdom, however taken. No lobster for sale must be less than 8 inches from the tip of the nose to the end of the tail. The best lobsters are caught at Heligoland. They chiefly come to us from the coast of Norway.

LOCK. A well-known instrument used for fastening doors, chests, &c., generally by means of a key. Common locks are chiefly manufactured at Wolverhampton in Staffordshire, and at Birmingham in the same county. Those of the finest quality, however, are of London make. Locks are also tight strong enclosures in the bed of a canal, furnished with gates at each end, which separate the higher from the lower parts of the canal. They are only used when a canal varies from one level to another.

LOCKER. A kind of box or chest, made along the side of a ship to put or stow any thing in. A shot locker is a strong frame of plank near the pump well in the hold, where the shot are kept till they are wanted for service; hence comes the phrase amongst seamen of having a shot in the locker, or a guinea in their pocket.

LOCKSAV. A species of vermicelli, prepared in Cochinchina and China; but the produce of the former is most esteemed in oriental commerce.

LODE. A term used by miners, generally synonymous with vein. The lodes containing metallic ores are said to be *alive*, others which

merely contain stony matters are called *dead lodes*.

LOG. A machine used to measure the rate of a ship's velocity through the water. For this purpose there are several inventions, but the one most generally used is the following, called the *common log*. It is a piece of thin board, forming the quarter of a circle of about 6 inches radius, and balanced by a small plate of lead, nailed on the circular part, so as to swim perpendicularly in the water with the greater part immersed. The log line is fastened to the log by means of two legs, one of which is knotted through a hole at one corner, so as to draw out occasionally. The log line being divided into certain spaces, which are in proportion to an equal number of geographical miles, as a half or quarter minute is to an hour of time, is wound about a reel. The whole is employed to measure the vessel's headway in the following manner:—The reel being held by one man, and the half minute glass by another, the mate of the watch fixes the pin, and throws the log over the stern, which swimming perpendicularly feels an immediate resistance, and is considered as fixed. The line being slackened over the stern by the unwinding of the reel, the knots are measured from a mark on the line, at the distance of 12 or 15 fathoms from the log. The glass is therefore turned at the instant that the mark passes over the stern, and as soon as the sand in the glass has run out, the line is stopped. The number of knots and fathoms that had run out determines the ship's course.

LOG BOARD. Two boards shuttling together like a book, and divided into several columns, containing the hours of the day and night, the direction of the winds, and the course of the ship, with all the material occurrences that happen during the twenty-four hours, or from noon to noon, together with the ship's latitude by observation. From this table the officers work the ship's way, and compile their journals. The whole being written with chalk is rubbed out every day at noon.

LOG BOOK. A book into which the contents of the log board is daily transcribed at noon, together with every circumstance deserving notice that may happen to the ship, or within her cognizance, either at sea, or in a harbour, &c. The intermediate divisions, or watches as they are called of four hours each, are usually signed by the commanding officer thereof, in ships of war or East Indiamen.

LOG LINE. The line which is fastened to the log.

LOGWOOD. This important article of commerce is the wood of *Hæmatoxylon Campechianum*, a small straggling tree, which grows wild in moist places, along the western

shores of the Gulf of Mexico. From its abundance in certain parts of Campeachy it is sometimes called Campeachy wood. The leaves are several upon a stalk, (pinnate;) the flowers small, yellowish, and disposed in bunches at the extremity of the usually spinous branches. The wood is red, tinged with orange and black, so heavy as to sink in water, and susceptible of receiving a good polish, but it is chiefly employed in dyeing. It is particularly valuable in producing the black and purple colors, but they are not so permanent as some obtained from other substances. Though cultivated to some extent in Jamaica, the logwood of commerce

is chiefly obtained from Honduras, where the cutting of it forms an extensive, but unhealthy branch of business. It is imported in small logs or billets, the duty upon which is 2s. per ton. Between 20 and 24,000 tons are annually imported, about one-quarter of which is afterwards exported to the north of Europe.

LOMBARD, synonymous with pawnbroker or money lender, Lombard being the general name for those banks, societies, and private persons who lend money upon pledges. Hence the origin of Lombard Street, formerly occupied almost exclusively by such persons.



LONDON, SEEN FROM WATERLOO BRIDGE.

LONDON, the metropolis of the British empire, stands in lat. $51^{\circ} 31' N.$, and long. $5^{\circ} 37' W.$ from the observatory at Greenwich. It is situated in the counties of Middlesex and Surrey; about 60 miles west of the sea, on the banks of the Thames, the mean width of which, at London, is about $\frac{1}{4}$ of a mile, and its average depth about 12 feet. The extreme length of the mass of habitations constituting London may be estimated at 7 miles, and its extreme breadth 5 miles. Its circumference may be estimated at 30 miles, and its area extends over 11,520 square acres, of which the river occupies a tenth part. All the streets are paved with great regularity, and the whole city lighted with coal gas; the consumption of which by three of the chief gas companies is so great, as to require 32,700 chaldrons of coals annually. The sewerage is, most excellent, better indeed than in any other city in the world. London is plentifully, though not very purely supplied with water. The New River Company supplies 177,100 houses, with 28,774,000 gallons per day, at a cost to the consumer of about 2d. for every 6,300 pints. The metal pipes for the conveyance of water and gas are calculated to be 600 leagues in length. Fuel is sufficiently abundant, but extravagantly dear.

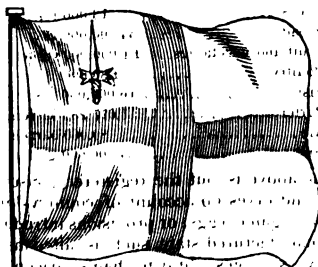
The average price of coals winter and summer is to the consumers about 22s. per ton, and 2,000,000 tons annually are brought to the metropolis for the consumption of Middlesex and Surrey, about $\frac{2}{3}$ of which are required for the metropolis alone. There are about 4,500 vessels engaged in the London coal trade. The consumption of various articles is as follows:—

Oxen.....	160,000
Sheep	1,500,000
Calves.....	21,000
Hogs.....	20,000
Milk.....	2,000,000 galls.
Butter.....	11,000 tons.
Cheese.....	13,000 tons.
Bread	64,000,000 lbs.
Fruit and vegetables.....	£1,000,000 value.
Poultry.....	£80,000
Fish.....	16,000,000 lbs.
Porter.....	1,077,285 barrels.
Ale.....	80,000 barrels.
Gin.....	24,000,000 galls.

The above is but the registered consumption, and takes no account of country-killed animals, game, eggs, or provisions introduced in a manufactured state, such as salted meats, pastry, sausages, brawn, hams, bacon, or articles sent as presents from country friends.

Now, yet of shell fish, sprats, and other measured goods; the quantity of which it is difficult to appreciate.

London may be considered as more of a commercial than a manufacturing city. Its manufactures are of a very miscellaneous description; the chief is the Spitalfields silk manufacture. In household furniture, particularly cabinet work, the artisans of London greatly excel. The following trades are also prosecuted to a great extent:—Watch and clock making, with their subsidiary trades and operations, engraving in all its branches, printing, bookbinding, type founding, and other arts connected with literature, carving and gilding, and manufacture of picture frames and looking glasses, embossing, chasing, making gold and silver plate, and the works of the lapidary and jeweller, coach and carriage building, &c., the manufacture of all kinds of musical instruments, and ship-building and equipping and storing vessels for sea. The number of breweries public and private is 160. There are likewise various iron and brass foundries and bell foundries, distilleries, drug mills, oil mills, sugar refineries, glass houses, saw mills, shot manufactories, establishments for refining saltpetre, and for making vinegar and various chemicals. In London are made agricultural machines and implements, surgeon's instruments, steam engines, needles, fishing tackle, guns and pistols, the finest cutlery, works in ivory, tortoiseshell and mother of pearl, stag-horn, and ornamental stone and statuary work, artificial flowers and feathers, optical and mathematical instruments, &c. In population London is a nation of itself; the number of inhabitants has doubled in forty years, and now amounts to more than 2,900,000. In 1845 it will amount to 2,000,000. The bosom of the Thames is covered with the ships of all nations, and the docks of London, together covering more than 500 acres, teem with valuable commodities, and one of them, (the West India docks,) is capable of accommodating 500 large vessels. To the port of London alone, in 1840, there belonged 2950 ships, of 501,000 tons burden, and manned by 32,000



seamen. In the same year there entered the port from British colonies 1683 ships; from her own coast, including colliers, 20,203 ships; from Ireland 907 ships; from foreign countries 2355, which, with 3166 British vessels belonging to the port of London, formed one year's trade. These last vessels bear the preceding flag.

London contains 100,000 inhabited houses, one-half of them having shops attached. There are 6000 hotels, taverns and coffee houses, and twenty theatres, besides concert rooms, and exhibitions of various kinds. London issues nearly 36,000,000 of newspapers yearly; has steam-boat accommodation for 10,000 passengers daily. From London extends 1000 miles of railway, laid down at an expense of £47,000,000, with 59 canals, dug at an expense of £14,000,000. Through the post office pass 70,000,000 letters in a year, whilst the amount of cash paid by the London bankers through the clearing house in 1841 averaged £75,000,000 monthly. The chief civic officer of London is the lord mayor, annually elected from among the aldermen on the 29th of September, commencing his duties on the 9th of November following. The powers and privileges of this officer are very great. The lord mayor is assisted by a court of aldermen of 26 members, who are chosen for life by the householders of the twenty-six wards into which the city is divided; each being a representative of a separate ward. The sheriffs, two in number, are annually chosen by the liverymen. The common council is a court consisting of 240 representatives. The principal legal adviser is called the recorder; he is one of the justices of oyer and terminer. The subordinate officers are the chamberlain, town clerk, common sergeant, city remembrancer, sword bearer, &c. The arms of the corporation are as follows:—



Longitude. The distance measured according to degrees, minutes, seconds, &c. on the equator, or a parallel circle, from one meridian to another which is called the first or prime meridian. Longitude is divided into eastern and western. It is altogether indifferent, through what point we draw the first meridian. In Germany the island of Ferro is generally adopted; in France the observatory at Paris; in Britain, that of Greenwich.

Berlin that of Berlin; in the United States, the meridian of Washington is sometimes taken as a first meridian. The longitude of any place, together with its latitude, is requisite for the determination of the true situation of the place upon the earth.

LOOF. The after part of a ship's bow: or that part of her side forward, where the planks begin to be curved as they approach the stem; hence the guns which lie here are called loof pieces.

LOOMING. The indistinct and magnified appearance of distant objects, seen in particular states of the atmosphere.

LOOP HOLES. Small apertures made in the bulk heads and other parts of a merchant ship, through which the small arms are fired on an enemy who attempts to board her.

LOOSE A SAIL. To unfurl or cast it loose in order to its being set or dried after rainy weather.

LOSH HIDES.—See *Hides*.

LOTH. A German weight the half of an ounce, or the thirty-second part of a pound avoirdupoise. The lead used by navigators is also called *Loth* in German.

LOUISD'OR. A French gold coin, which received its name from Louis XIII, who first coined it in 1641. The value of the louisd'or is about 18s. 9d.

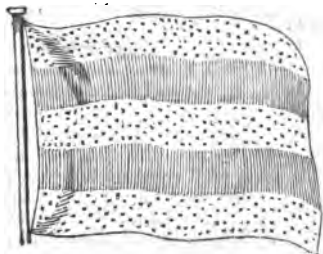
LOW WATER. The lowest point to which the tide ebbs.

LOWER, To. To ease down gradually.

LUBBER. A contemptuous name given by sailors to those who are unacquainted with the duties of a ship.

LUBBER HOLE. The vacant space between the head of the lower mast and the edge of the top; it is so termed from the supposition that a *lubber*, not caring to trust himself up the futtock shrouds, will prefer that way of getting into the top.

LUCCA. A city and duchy of Italy, containing 137,000 inhabitants, is bounded by the Mediterranean, Modena and Tuscany. Except in that part of it near the Apennines, it is well cultivated. The productions are corn, but not of sufficient quantity to supply the inhabitants; great quantities of fruit, as olives, chestnuts, almonds, oranges, lemons, figs and mulberries. It also yields good wine;



olives form the richest agricultural produce; the oil of Lucca is the best of Italy. The cultivation of silk and the raising of cattle are also lucrative. The flag appertaining to the duchy, and carried by its few small vessels, is seen in the cut.

LUCCA OIL. The same as olive oil.

LUCIA, St. One of the Caribbee Islands in the West Indies, belonging to Great Britain, 27 miles long, and 12 broad. The air by the disposition of the hills admitting the trade winds is very healthy. The soil produces timber, cocoa and fustic, and is well adapted for the cultivation of sugar and coffee. It is provided with many bays and harbours, the chief of which, called *Little Carenage*, is accounted the best in all the Caribbees. Annexed is the colonial seal of St. Lucia.



LUFF. The order to the helmsman to put the tiller towards the lee side of the ship, in order to make the ship sail nearer to the direction of the wind. Luff or loof also signifies the roundest part of the bow of a ship. The *luff of a sail*, is the fore or weather part thereof. *Luff round*, is the order to throw the head of the ship up in the wind, in order to tack her, &c. *To spring a luff*, is to yield to the effort of the helm, by sailing nearer to the direction of the wind than the ship had done before. *Luff tackle*, is the name given to any large tackle that is not destined for any particular place, but may be variously employed as occasion requires.

LUGGER. A small vessel, carrying either two or three masts, with a running bowsprit, upon which are set lug sails, and which have sometimes topsails fitted to them. The lug



sails hang obliquely to the masts, their yards being slung at $\frac{1}{2}$ their length, one on each lower mast and topmast, the rigging is very light and simple; the masts are supported by shrouds and stays, and the yards have hal-yards, lifts and braces. Some luggers are only open boats, and have only a small mast and a ring sail set to it, and the foot spread by a small boom, such an one is shown under the article *Fishing Boat*.

LUG SAIL. A square sail bent upon a yard which hangs obliquely to the mast at one-third of its length.

LUMBERS. Laborers employed to load and unload a merchant ship when in harbour.

LUMBER. A general term applied in America to timber of all kinds, particularly pine timber, in whatever state such may be,

whether in the rough when first cut down in the woods, as well as when sawn into planks, deals, staves, battens, &c.

LURCH. The sudden jerk or rolling of a ship on either side, which is caused by a heavy wave striking either upon the rudder or quarter, and which often strains her principal fastenings.

LUSTRE. A plain textile fabric, composed of silk and worsted.

LUTESTRING. A plain, stout, silken fabric, forming the most common silk for dresses, &c. Gros de Naples is but a variety of lutestring.

LYING TO. The waiting for some other ship, either approaching or expected, or to avoid pursuing a dangerous course, especially in dark or foggy weather.



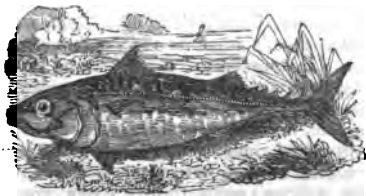
THIS letter, the thirteenth in the English alphabet, is almost universal to all tongues; one of the easiest to pronounce, and one of very frequent occurrence. Thus in both ancient and modern contractions it is very common; confining attention to the particular subjects before us, we shall find M used as a numeral for 1000. It stands frequently for *Magister* or master, as A.M. or M.A. Master of Arts. A.M. stands also for *Ante Meridiem*, before noon, as P.M. does for *Post Meridiem* or afternoon. M.D. implies *Medicina Doctor*, or Doctor of Medicine. MS. for *Manu Scriptum* or manuscript, as MSS for manuscripts. M in French stands for *Monsieur*, as MM. or Messrs. for *Messieurs*. Also for Majesty, as H.M.S., Her Majesty's Ship. Mr. Mister, Mrs., Mistress. On modern coins it signifies, first the mint of Toulouse; second, with a small O over it, Mexico; third, with a crown Madrid.

MACAO. The Portuguese settlement in China, governed equally by a Portuguese and Chinese governor. The English and other nations have factories there, and until our recent acquisition of Hong Kong, &c., Macao was the only European settlement in this vast country. The houses are of stone, built after the European fashion, but small and low. Since the decline of the Portuguese trade, the town has sunk into a place of comparatively little importance.

MACE. The outer fleshy coriaceous covering of the nutmeg. When the fruit is gathered, the mace is easily separated from

the nut, dried in the sun, and afterwards is packed in chests of different sizes, in which state it is obtained in commerce. The duty is 2s. 6d. per lb., and in 1841, 17,464 lbs. were entered for home consumption.—See *Nutmeg*.

MACKEREL. (*Scomber Scombrus*.) The mackerel is well known for the brilliancy of its colors, and the beauty of its form, no less than being a most valuable article of consumption as food, particularly for the lower orders of people. It has been generally supposed that the mackerel is a migratory fish, swimming to distant and more tropical seas at the time of our winter, but this opinion is now considered erroneous, the mackerel having the same habits as numerous other fish; that is, merely taking itself to the deeper water, and appearing in those which are shallower in the summer time to deposit its spawn, which it does in June.



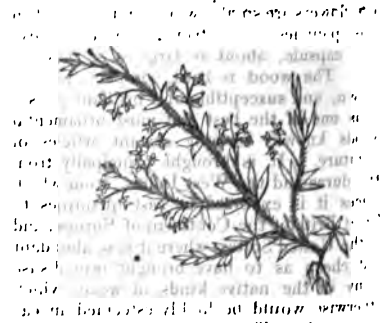
The time however of spawning varies very much according to the nature of the coast, and the temperature of the season. The young mackerel, which are called shiners, are 4 or 6 inches long, by the end of August. The mackerel as feeders are voracious, and their growth is rapid. To be eaten in perfection this fish should be very fresh, and as

It soon becomes unfit for food, some facilities in the way of sale have been afforded to the dealers in a commodity so perishable. Mackerel were first allowed to be cried through the streets of London on a Sunday in 1698, and the practice prevails to the present time. The most common mode of fishing for mackerel is by means of drift nets. The drift net is 20 feet deep and 120 feet long, well corked at the top; several of these nets are joined together lengthways by means of long ropes, called drift ropes, so that the whole nets are often a mile, or a mile and a half long. The fish roving about in the night are caught in the meshes of the net, which are of such a size as to admit the head to pass, but not the body; thus they are caught by the gills. The nets are laid in the night, and hauled up in the morning. The whole of the net in, and the fish secured, the vessel runs back into the harbour with her fish, or depositing them on board some other boat in company, that carries for the party to the nearest market, the fishing vessel remains at sea for the next night's operations. The following cut exhibits the usual mackerel boat of our coast.



Madder. The dyer's madder, *Rubia tinctorum*, affords from its roots a fine scarlet color; in consequence it has become an important article of commerce, and is imported into this country from the Levant, Italy and Holland, in considerable quantities. The root is perennial, long, creeping, about as large as a quill, and red both within and without; from it arise several trailing stems, rough, branching 2 or 3 feet in length. The flowers are small and yellow, they make their appearance in June and July, and are succeeded by blackish berries. It is raised from seed, and is three years before the roots come to perfection; they then weigh when green 30 or 40 lbs. per plant, or about $\frac{1}{3}$ of this quantity when dry. The roots when taken up are

washed, and then dried in kilns as quickly as possible; they are then pounded or ground. In this state they are of an orange brown color. Madder is used for dyeing silk, woollen and cotton goods. The color derived from it is very lasting, and resists the action of the air and sun; that called *madder red* contains the whole of the coloring matter; to produce that called *Turkey red* only the finest coloring particles of the root are preserved. Madder is called in commerce by various names according to its quality. From Turkey and Italy madder roots are brought in their natural state. That of Holland and Zealand is ground. The finest selected portion, and which is carefully taken from the middle of the roots, is called *crop madder*; the best roots when ground up without being peeled form what is called *ombra*. When the roots are unsorted and ground, they constitute *gamene madder*; and the refuse of all the operations is called *mulla*; this is used as a first tincture, for dark colors. The duty upon madder imported is 6d. the cwt.; about 200,000 cwt. are used in this country annually.



MADEIRA. An island off the western coast of Africa, belonging to Portugal; the population of which is estimated at 100,000 inhabitants, all free, slavery now being allowed. The island consists of a collection of mountains, lofty and abrupt, whose tops are covered with fir and chestnut, and the sides with vines. The productions, besides wine, are wheat, rye, sugar, coffee, maize, kidney beans, arrow root, pine apples, &c. The great production is wine, of well-known excellence. The quantity annually made is about 20,000 pipes, of which two-thirds are exported principally to Great Britain and the British Colonies. The best vines grow on the south side of the island. There are several qualities of Madeira wine; the best is called *London Particular*. The commerce of the island consists almost entirely in export of its wine. For vessels stopping at Madeira provisions and refreshments are exorbitantly dear.

MADRAS, PRESIDENCY OF. Part of the British possessions in India, comprehending the whole of the country south of the Krishna, excepting a narrow slip on the western coast and the Northern Circars. The commerce of this presidency is considerable, compared to that of the others, in consequence of the want of a harbour, and of navigable rivers. Madras, the capital, is the largest city on the coast of Coromandel. The houses are mean and low, the heat of the climate excessive, and the coast dangerous. The city is 1044 miles from Calcutta and 770 from Bombay. It contains 415,751 inhabitants; and the whole presidency 13,677,000.

MAGNETIC NEEDLE. A needle touched with a loadstone, and sustained on a pivot or centre, on which playing at liberty it directs itself to certain points near to the north and south poles of the earth's axis. These points are called the magnetic poles.

MAHOGANY. The wood of the *Swietenia mahogany*, a lofty and beautiful South American tree. The leaves are composed of four pair of oval, pointed, entire leaflets. The flowers are small, white, and disposed in loose panicles. The fruit is a hard, woody, oval capsule, about as large as a turkey's egg. The wood is hard, compact, reddish brown, and susceptible of a brilliant polish. It is one of the best and most ornamental woods known, forming elegant articles of furniture. It is brought principally from Honduras and the West Indies, from which places it is exported in vast quantities to Great Britain, the Continent of Europe, and to the United States, where it is so abundant and cheap as to have brought into disuse many of the native kinds of wood, which otherwise would be highly esteemed in cabinet work. The tree is of rapid growth, and the trunk is often of 4 or 5 feet in diameter. Mahogany cutting constitutes a principal occupation of the British settlers in Honduras. Gangs of negroes, consisting of from ten to fifty each, are employed in this work; one of their number is styled the huntsman, and his duty is to traverse the woods in search of the trees which are fit for cutting down. When these have been discovered, a stage is erected against each, so high that the tree may be cut down at about 12 feet from the ground. After the trunk is cut down, and the branches lopped, the task commences of conveying the logs to the water's side, which is often a work of considerable difficulty. They now float down the current singly, till they are stopped by cables which are purposely stretched across the river at some distance below. Here the different gangs select their own logs, and form them into separate rafts, preparatory to their final destination. In some instances

the profits of this business have been very great, and a single tree has been known to have produced £3000. Mahogany now begins to be rare in Jamaica, St. Domingo, and the other West India Islands. It is said to have been introduced into Britain about 1724. There are two varieties brought into the market, called Spanish and Honduras mahogany; the former comes from the West-India Islands and from the Spanish Main, it is by far the finest in quality, and most beautiful in appearance. The Honduras mahogany is seldom very ornamental; it is used for the inner parts of furniture, and wholly for the commoner articles; also for founder's patterns, and as the foundation for veneered goods; it holds the glue better, and keeps its form, under the different circumstances of drought, moisture, heat, &c., better than any other wood. The duty upon mahogany has been very much reduced lately, being now only £1 per ton from foreign countries, or 5s. from British possessions, from the Bay of Honduras, or from the Musquito shore.

MAIL, signified originally the bag which contains letters forwarded by government for the public convenience, but it was soon after extended to signify the letters themselves, and it is now used also for the conveyance in which they are forwarded, whether by sea or land.

MAIN. An epithet applied to whatever is principal, as opposed to what is inferior, secondary, or smaller. Thus the main land is used in contradistinction to an island, and the mainmast, main hatchway, &c. of a ship, is thus distinguished from the fore and mizenmast, fore hatchway, &c.

MAINMAST.—See *Mast*.

MAIN TACKLE. A large strong tackle, hooked occasionally upon a main pendant, and used for various purposes, particularly in securing the mast, by setting up the rigging, stays, &c.

MAINTENANCE. The interference of one person with the law suit of another by assisting him with money, or otherwise to carry it on. This is punishable at common law by fine and imprisonment; to constitute the offence, the party guilty of maintenance must have no personal concern in the suit. Thus a number of parties contributing to defend a common right do not commit maintenance although only one of them is nominally the party engaged in the suit. A person is also allowed to maintain the suit of his near kinsman, servant, or poor neighbour with impunity. The lord mayor's fur cap, is called the cap of maintenance.

MAIZE OR INDIAN CORN. One of the corn-bearing grasses, annual in duration, and producing stems of 5 or 6 feet in height, or in hot damp countries often double this.

Maize is to the hotter parts of the world what wheat is to the temperate regions. It is extensively cultivated not only in America, but throughout a great part of Asia and Africa, and also in several countries of the south of Europe, as in Spain, Italy and France. The seed is sown in the spring, it soon germinates, grows rapidly, and in September produces a large crop of ears or spikes of seed. These are gathered by hand, and the husks when perfectly dry stripped off, and together with the stalks laid by for winter fodder. In the orange countries the husks are employed to wrap round the oranges as they are placed in the chests ready for exportation. The ears when conveyed to the granary are spread out to dry, the seed thrashed out and laid by for use. When ground into powder and made into bread, it forms a wholesome and nutritious food, though one which is rather stimulating. The duty upon importation is the same as that upon barley.—See *Barley*.



Zea Mays.—Indian Corn.

MAJESTY. The conventional title of European sovereigns. The Sultan of Turkey has no more elevated title in our ceremonial than that of Highness. The term *Catholic Majesty* is applied to the monarchs of Spain; that of *Most Faithful Majesty* to the kings of Portugal, &c. That of *Apostolic Majesty* to the king of Hungary. That of *Most Christian Majesty* to the kings of France. The king of Austria is written to as *K. K. Majesty*, K.K. being the initial letters of two German words signifying Imperial Royal. With us the term *Her Majesty* is sufficient without any other prefix; where greater formality is ne-

cessary, it is usual to introduce the prefix *Most Excellent*, according to the following example, which is the most proper method of addressing our queen.

Address—*To the Queen's*

Most Excellent Majesty.

Commence—*Madam.*

Terminate—*I remain,*

With the profoundest veneration,

Madam,

Your Majesty's most faithful subject

"And dutiful servant,"

* * * *

All applications to the queen in council must be made by petition, and so should personal applications, if a favor be asked. Petitions of this kind are generally drawn out in the following form:—

To the Queen's Most Excellent Majesty in Council.

*The Humble Petition of A.B. of
the City of London, Surgeon, &c. †*

Humbly sheweth,

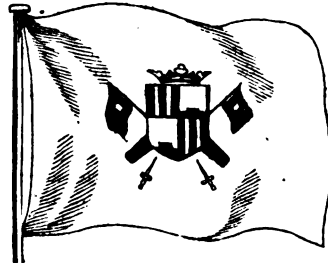
That your Petitioner

*Wherefore your Petitioner humbly
prays, that your Majesty will be
graciously pleased to*

*And your Petitioner, as in duty bound,
will ever pray.*

In writing a king in Germany, (for example, the king of Bavaria) is at the head of the letter addressed by German words, which translated form the following most extraordinary title:—*Most Serenest, Most Highest, Great Mightiest King, Most Graciousst King and Lord.*

MAJORCA. The largest of the Balearic Islands, being about 40 leagues from the Spanish and 50 from the African coast, containing 1410 square miles of area, and a population of 181,805 inhabitants. The climate is temperate, the heat being moderated by sea breezes. The island yields excellent grain, flax, figs, olives, grapes, almonds, oranges, melons, &c. The principal articles of manufacture are tapestry, blankets, linen, sailcloth, &c. The coral fishery, the making of wine and brandy also employ the inhabitants. The capital is Palma, and the flag as follows:—



MAK

MAKE, TO. In sea language, is variously applied. For example, *to make the land*, is to approach it after a sea voyage. *To make sail*, is to start from a port on a voyage, or to increase the ship's motion by spreading more of the sails. *To make sternway*, is to move a ship with the stern foremost.

MALAGA. A maritime town of Spain, on the coast of the Mediterranean, in lat. 36° 43' N., and long. 4° 25' W., with a population of 51,900. It has an excellent harbour, and is situated in the midst of a fertile country, producing great quantities of figs, almonds, oranges, lemons, olives, sumach, juniper berries, wax and honey, which with dried raisins and wines from the mountains, and cork from the hills, form the foundation for the commerce of Malaga. Besides these articles, it exports a great variety of manufactured goods made here and in the neighbourhood. The port is inclosed on three sides, and is capable of accommodating 400 merchantmen and 19 ships of war. The vineyards on the neighbouring hills produce annually from 2000 to 3000 pipes of wine. The first vintage in June furnishes the Malaga raisins; the second in September furnishes a kind of wine resembling sherry, but inferior to it. In October and November the sweet Malaga wine is made.

MALMSEY. A strong and fine flavoured sweet wine made in Madeira, of grapes which have been allowed to shrivel on the vine. It is of a deep golden hue, and contains between 16 and 17 per cent. of alcohol.

MALT. Grain which has become sweet in consequence of incipient germination. Malt forms the principal ingredient in the manufacture of beer, and less extensively in the making of spirit. For beer three different kinds are employed:—1. *Pale* or *amber* malt, which yields the saccharine and vegetable extract. 2. *Brown* or *blown* malt, which is not fermentable, but which is added to impart flavor; and 3. *Roasted* or *black*, or as it is sometimes termed patent malt, which is employed instead of burnt sugar merely as a coloring matter. The process of manufacture is first to steep the grain (barley) in water for twenty-four hours to swell and soften; it is then placed in a heap on a floor, this is called *couching*; here it remains till the germination of the young root has taken place to the extent of nearly $\frac{1}{2}$ of an inch; it is then spread out to dry, this is called *flooring*. It is then *kiln dried* at a certain degree of heat, according to the color it is required to be when finished. The quantity of malt manufactured in Great Britain is enormous, amounting in 1840 to 42,456,856 bushels the revenue upon which at 2s. 7d. per bushel will be seen to amount to very nearly £5,000,000 sterling. The making of malt is subject to many excise regulations, and the

MAL

maltster takes out an annual excise license of 7s. 6d., with the addition of another 7s. 6d. for every fifty quarters of malt made beyond the first fifty; any quantity between one fifty and the next being charged with the licence of the higher number. This extends up to 550 quarters annually, the licence for which, or for any greater quantity, being £4 10s. Persons who make malt for their own use, and from the produce of their own premises, are called *bye-maltsters*; they require a licence of 2s. 6d. annually.

MALTA is rather a military than a commercial station, but being the most important of our possessions in the Mediterranean is here introduced. The island is of small size, not being more than 170 square miles in extent; the whole number of inhabitants, including the neighbouring island of Gozo, is about 94,000, of whom 700 are British, not including the military. The whole country is a mass of fortifications. The only port is on the east of the island, that of the capital town Valetta; this is represented beneath, and is considered as one of the best in the Mediterranean, being completely landlocked, and capable of accommodating 500 vessels. This town is also noted for the beauty of the buildings and the strength of its defences.



The principal production is cotton, also melons and oranges of an excellent quality are abundant. Corn is raised in small quantities, and figs are cultivated with great care. Malta being a British colony we have adopted particular seals and flags in respect to it. The flags are two, as follows:—



One of them having the red Maltese cross upon a white field, the other bearing a white

cross upon a red field. The colonial seal represents St. Paul throwing the viper from his hand, which occurrence took place at Malta, or Melita, as it was formerly called. The motto translated being "To have escaped from such great perils." It is given beneath.



MAN. In sea language, is used for a ship; thus we speak of a man-of-war, a Guinea-man, an East Indiaman, &c. *To man*, is also to apply a sufficient number of seamen, &c. to the particular duty required; as to man the capstan, to man the yard, &c.

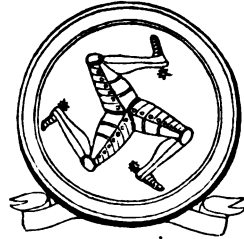
MANDAMUS. In law, a prerogative writ, in the form of a command, issuing from the court of queen's bench, directed to any person, corporation, or inferior court of justice, within the queen's dominions, commanding them to perform various duties. It is grounded on the suggestion of a party injured by the acts or omissions of such persons or bodies; and lies, for instance, to compel the admission or restoration of a party applying to an office or franchise, which has been illegally withheld, for the production of public papers, to compel the holding of courts, &c.

MANDEL. A term in Germany for fifteen articles of any kind, and used in the same way as dozen, score, &c. are with us.

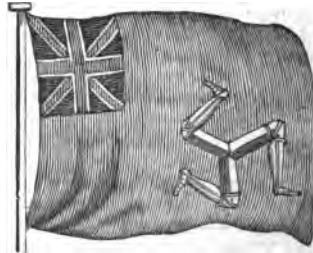
MANGANESE. A whitish grey metal, like iron in appearance, but extremely brittle; and when exposed to the air rapidly changing into a black powder, called the black oxyde of manganese. In this state therefore it is usually found, and is employed in making chlorine or the bleaching liquid, in glazing black earthenware, in giving a purple color to enamels, and in the manufacture of porcelain and glass. It is also the substance generally employed by chemists for obtaining oxygen gas. The black oxyde is found abundantly in Cornwall, Devonshire, Somersetshire, and some other counties, as well as in many places on the continent.

MAN, ISLE OF. An island belonging to Great Britain in the Irish Sea, nearly equidistant from the coasts of England, Scotland and Ireland; 30 miles long, and 12, where widest, broad. Its population is about 40,000, and its chief towns Castleton and Douglas. There are seventeen parishes under the juris-

diction of the bishop of Sodor and Man, who is sole baron of the island. It was the property of the family of Stanley, and afterwards of Athol, until 1764, when it was sold to Great Britain for £70,000. The government however still retain the Athol arms both in the colonial seal as follows:—



And also in the flag appertaining to its vessels, &c. This is a red flag, with a union cross in the corner, and the tripod or three legs of the Athol arms in the opposite corner.



The interior is mountainous. The soil, not naturally very productive, is greatly fertilized by the abundance of seaweed cast upon the shore. The productions are barley, wheat, oats, turnips, potatoes, flax, cattle, sheep, poultry, &c. On the south is a small island called the Calf of Man, which is separated by a narrow channel.

MANIFEST. A regular list of a ship's cargo, containing the mark and number of each separate package, the names of the persons by whom the different parcels are shipped, and those of the persons to whom they are consigned, a specification of the quality of the goods contained in each package, and also an account of the freight which the captain is to receive from the consignee of such goods on his arrival, corresponding with the bills of lading, which he has already signed. The manifest is usually signed by the ship broker, who clears the vessel out at the custom-house, and by the captain, and serves as a voucher by the latter, whereby to settle his account with his owners, &c.

MAN-OF-WAR. A term generally applied to ships carrying from 20 to 120 guns, invariably employed in naval engagements.

MAN ROPES. A general name given to the small sets of ropes used for ascending and descending a ship's side, hatchways, &c.; they are usually covered with kersey or canvas.

MANHEIM GOLD, SIMILOR OR ORSEDEW. A mixed metal or alloy composed of 3 parts of copper and 1 of zinc, and sometimes with a little tin added to improve the color. It is from this alloy that Dutch metal or spurious gold leaf is manufactured.

MANNA. This substance, which is so frequently employed in the *materia medica*, and which forms a considerable article of commerce, exudes naturally or from incisions made in the trunk and branches of a species of ash, (*Ornus rotundifolia*.) It first appears as a whitish juice, thickens on being exposed to the air, and when dried forms a whitish or reddish granular substance, which is the manna of commerce. The tree is a native of Italy, and is cultivated very extensively in Sicily. June and July are the two months in which the manna is collected. It is detached from the tree with wooden knives, and is afterwards exposed to the sun for drying. A little rain or even a thick fog will often occasion the loss of a whole day's crop. The taste of manna is sweet and slightly nauseous. It is a mild purgative, and is principally administered to children. The duty is 1*d.* per lb., and the quantity imported in 1840 was 21,120 lbs.

MAP. A plane figure, representing the surface of the earth or a part thereof.—See *Chart*.

MARAVEDI. A Spanish money of account, worth the 272nd part of a Spanish dollar.

MARBLE. In common and commercial language, is the name applied to all sorts of polished stones, employed in the decoration of monuments and public edifices, or in the construction of private houses. Marbles are distinguished popularly by their colors:—
1. *Marbles of a uniform color*, comprehending solely those which are either white and black. 2. *Variegated or veined marbles*. 3. *Shell marbles*, or those made up partly of shells. 4. *Lumacelli marbles*, or those wholly formed of shells. 5. *Cipoli marbles*, those veined with green talc. 6. *Breccia marbles*, or those which are formed of angular fragments of different marbles, united by a cement of some other color; and lastly, *Pudding-stone marbles*, or those which like the breccia are formed of reunited fragments, only with the difference of having the pebbles rounded in place of being angular. The finest and whitest marble is the Parian, though it is apt to turn yellow by age. Carrara marble is almost exclusively used by modern artists. It is of a white clear color, but occasionally interspersed by dove-colored veins. Marble in the rough pays no duty

upon importation. If in roughly hewn blocks, the duty is 2*s.* or 6*d.* If hewn or sawn in slabs or otherwise 3*s.*, or else 1*s.* 6*d.*, according to the country whence brought.

MARC OR MARK. A weight used in several parts of Europe for various commodities; especially gold and silver. In France and Holland the mark was divided into 8 ounces = 64 drachms = 192 deniers or penny weights = 4,608 grains. A mark is also an ancient money of account in England, worth $\frac{3}{4}$ of a £ sterling. A similar money is still used in Norway, Hamburg, Lubec and Denmark. That used at Hamburg and Lubec is worth about 14*½d.* sterling.

MARCAL. A corn measure at Madras; 43 marcals = 15 English bushels.

MARINE. A general name for the navy of a kingdom or state, as also the whole economy of naval affairs, or whatever respects the building, rigging, arming, equipping, navigating and fighting of ships. It comprehends also the management of naval armaments, and the state of all the persons employed therein, whether civil or military. That particular class called the marines or the royal marines is a body of troops, employed in the sea service, under the direction of the lords commissioners of the admiralty, and commanded by officers called marine officers; those attached to the ship itself being called for distinction, officers of the navy, in the same manner as a mariner or sailor is distinguished from a marine, on account of the different nature of their respective duties.

MARINE INSURANCE. The insurance of shipping is more extensive than that on houses, because it provides not merely for losses arising from fire, but from piracy or wreck, and generally all injuries sustained by accident at sea. Policies of marine insurance are negotiated in London, chiefly at Lloyd's coffee house, by the individual underwriters who transact business there; there are also some few assurance offices which grant policies of this nature. The rate of premium varies according to the quality of the ship, the season of the year, and the nature of the voyage, and is based not upon mathematical calculations as life assurance is, but upon the recorded average of losses and wrecks, &c. Any individual who is not an actual foreign enemy may ensure his interest in any ship or vessel; but a foreigner insuring his property loses the benefit should his nation and ours commence hostilities; for by the common law no alien enemy can recover on a policy during the continuance of hostilities, whether it has been entered into before or after the declaration of war, nor can an action be maintained by any one on the property of an alien enemy. Losses sustained by capture by an enemy are

not included among the risks contemplated by the policy. To prevent wager policies, it is enacted by 19 Geo. II, c 37, that the insured must have an interest in the subject; and if the person insured part with his interest, the insurance falls. The indorsement of a bill of lading to a creditor is held on the face of the transaction a transference; but an insurable interest does not require to be a direct right of property, as any valuable interest may be insured as well as the ship and cargo, such as freight, commission or privileges of the captain, the money he may borrow for the use of the ship, expected profits, &c., as it is evident that the safety of these things depends upon the general safety of the whole. Goods or materials prohibited to be conveyed, imported, &c., and other infringements against the laws of the kingdom, or against the laws of nations, cannot legally be insured, or if they are so, and loss ensues, such insurance is void. There are also by 3 and 4 Will. IV, penalties against persons effecting such insurances. The risks insured against are,—First, *of the seas*, as injury from stress of weather, winds and waves, lightning, rocks, sand banks, &c., but not when occasioned by the ignorance or misconduct of the master or crew. Second, *from fire*, however occasioned, unless it be by spontaneous combustion; burning a ship to prevent her falling into the hands of an enemy is a loss contemplated by the policy. Third, *from enemies*, as capture by enemies and detention by embargo; but if a vessel act in contravention to a blockade, and loss then ensues, the insurance is void. Fourth, *pirates, robbers and thieves*. This includes all those acts of violence and fraud, done by private parties, as when a wrecked vessel is plundered by the shore people, or when a ship is boarded at sea. Fifth, *Jetsom*, and sixth, *Barratry*. (see these terms and *Average*.) Finally, the enumeration of the risks mentioned in the policy usually concludes as follows:—"All other perils, losses or misfortunes, that have or shall come, to the hurt, detriment, or damage of the said goods and merchandises, and ships, &c., or any part thereof." This does not include the destruction or injury to the ship arising from any principle of internal decay, as by dry rot, by worms or rats. *Duration of Policy*. If goods are to be landed or loaded at a particular place, and they are loaded or landed elsewhere, they will not be covered by the policy. The risk does not commence till they are actually on board, and ceases when they are landed or put on board another ship, unless in the latter case, the original vessel be disabled, and they be rehipped to be conveyed to their destination.

MARINER'S COMPASS.—See *Compass*.

MARITIME, something relating to, bounded by, or near the sea; and a maritime state is

one that has an important navy, and whose chief defence lies in its maritime prowess. Among European states there are two on this account called maritime powers, England and Holland.

MARITIME LAW is of two kinds:—First, that which relates to the royal navy, and that which appertains to the merchant service. The particulars of this will be better understood by reference to its particular articles of *Average, Salvage, Insurance, Seamen, Affreightment, &c.*

MARKET. A public place in a city or town, where provisions or live stock are sold, usually held at frequently recurring periods, such as once or twice a week, and therein differing from a fair. Persons, corporations, &c. having markets, are entitled to levy a toll upon all goods sold, and by ancient custom for things standing in it, though not sold. By privilege of the corporation of London, no market must be held within seven miles of the city, but all butchers, victuallers, &c. may hire stalls or standings in any London market they please, and sell therein their various commodities.

MARKET PRICE. The average value of a commodity as sold in a public market or sale room, in which it is supposed that there is the usual public competition.

MARKING YARN. In rope making, a white thread, untarred, laid in rope, for the queen's or East India company's mark. This is commonly called rogue's yarn, its object being to identify ropes stolen from the public stores, for the same reason that an arrow-shaped mark, called the broad arrow, is stamped upon solid stores, as anchors, buoys, &c. The mark in canvas is distinguished by a blue line being woven in it. Casks of provisions are marked with white paint.

MARL, TO, is to wind any small line, as marline, spun yarn, twine, &c. about a rope, so that every turn is secured by a hitch, and remains fixed, in case all the rest should be cut through by friction.

MARLINE. A particular kind of small rope, of two strands, very loosely twisted. There is both tarred and white marline.

MARLINE SPIKE. An iron pin tapering to a point, furnished with a large round head, and principally used to penetrate the strands or twists of a rope, in order to introduce the ends of some other through the intervals, in the act of knotting or splicing.

MARMALADE. A confection made of oranges, boiled in sugar. It is subject upon importation to a duty of 6d. or 1d. per lb.

MARSEILLES. A city and seaport in the south of France, opening into the Mediterranean, in lat. 43° 17' N., and long. 5° 22' E. This is one of the finest, safest, and most spacious of the French ports, capable of accommodating 1,200 vessels, but not ad-

mitting a ship of larger size than a frigate, except at the new port lately constructed. The old city is dirty and low; the newer buildings lofty and handsome, with several agreeable squares and promenades. The principal articles of export are Naples soap, (made at Marseilles,) olive oil, brandy, anchovies, spirits, excellent cutlery, corks, chemical preparations, coral, perfumes, silks, &c. It carries on a considerable commerce with all parts of the world, particularly with Italy, Spain, Barbary, and the Levant. One quarter of the whole amount of cotton consumed in France is imported into Marseilles. This staple, also sugar, dyewood, and other colonial articles form its imports. The population is about 116,000.

MASLIN. A mixture of wheat and rye, sometimes grown together, but more frequently mixed in the seed. The flour formed of this mixture is called maslin bread, and is much used in the north of England, especially in those districts where good crops of wheat cannot be depended upon.

MASSICOT. A yellow oxyde of lead, used as a pigment. It is obtained by taking off and pulverizing the dross which forms upon the surface of melted lead.

MAST. A long round piece of timber, generally elevated perpendicularly upon the keel of a ship, to which are attached the yards, sails and rigging. A mast with regard to its length is either formed of one piece, which is called a *pole* mast, or composed of several pieces joined together, each of which retains the name of mast separately. The lowest of these is accordingly called the *lower* mast; the next in height is the *top* mast, which is erected at the head of the former, and the next highest is the *top gallant* mast, which is prolonged from the upper end of the top mast. Sometimes there is a *top gallant royal* mast, which is yet smaller and higher, and extends upwards much above the rigging. Masts are also distinguished by their position on the deck, and by their make. Thus the *main* mast is the principal mast of a ship, and stands midway between the stem and stern of the vessel. The *fore* mast is next in size, and stands near the stem. The *mizen* mast is the smallest, and stands about half way between the main mast and the stern; should there be a fourth mast, it is called the *counter mizen*, and is placed at the stern. If a mast be made of one tree only, it is called a *pole* mast; if of many trees bolted together, it is called a *made* mast or an *armed* mast. To *spend* a mast, is to lose one by storm or accident.

MAST CLOTH. In sail-making, is the lining in the middle on the aftside of topsails, to prevent the sail being chafed by the mast.

MASTER, of a merchant ship, the same as captain or skipper.

MAST COATS, are coverings made of well tarred canvas, to prevent the water from going down the mast-hole.

MASTIC. A resinous substance, obtained from incisions made in the branches of the *Pistacia lentiscus*, a small tree or rather shrub growing in the Levant and other countries bordering on the Mediterranean. The tree attains the height of 15 or 20 feet, the leaves are alternate, the flowers small and inconspicuous. Mastic forms one of the most important products of Scio, and has been cultivated in this and some of the neighbouring islands from remote antiquity. Mastic is consumed in vast quantities throughout the Turkish empire, and is there used as a masticatory by women of all denominations, for the purpose of cleansing the teeth, and imparting an agreeable odour to the breath. It is used by us entirely as an ingredient in varnish.

MATE. The deputy of another, or his assistant, particularly applied to the person acting in lieu of the master of a ship. In large vessels there are sometimes two or three mates. The inferior officers have also their foremen or mates, thus we speak of the mate of a ship as the chief officer under the sailing captain, the boatswain's mate as the chief assistant to the boatswain, &c. That which is called a mate in the merchant service, is a lieutenant in the royal navy.

MATS. Textures composed for the most part of flags, reeds, the bark of trees, rushes, grass, old ropes, &c. In this country mats are used for a variety of purposes, such as the packing of goods and furniture, the stowage of various things on ship board, the holding of different commodities, such as figs, East India sugar, &c. The covering of church floors, and in private houses, as table mats, and upon floors, stairs, halls, &c. Also in horticultural operations, as a defence against frost, rain, &c. *Bast* mats, or those formed of the inner bark of the lime tree, are imported in vast quantities from Russia. All mats are subject to a duty of 5 per cent. if brought from foreign countries, and £2 10s. per cent. if from British possessions.

MAUND. An eastern weight, much used in India. There are two kinds used at Calcutta; the factory maund which is equal to 74 lbs. 10 ozs. 10,666 dwts. avoirdupoise, and the bazaar maund, which is a tenth part greater.

MAUNDY MONEY. A name given to certain small coins, distributed by the queen as alms on Maundy Thursday.

MAXIMUM. The highest price of any article, fixed by some law or regulation, or as accruing from any cause of competition or extra demand.

MEAD OR METHEGLIN. A fermented liquor, made of honey and water, once the

favorite beverage of the higher classes in England, but now entirely superseded by wine, ale, spirits, &c. The maker of mead must procure a licence from the excise for carrying on his business.

MEAL. (*Mehl* Ger. *Meel* Du. *Farine* Fr. and Ital. *Farina* Sp. *Muka* Russ.) The coarse flour obtained by the grinding of wheat, barley, pease, beans, and other pulse and grain.

MEASURE. A specific quantity of any commodity or space, ascertained by its dimensions. Measures are of various kinds, particularly of

1. Length, whence arises long measure.
2. Surface ditto, square or land measure.
3. Solidity or capacity ditto, cubic measure.
4. Force or gravity called *weights*. (See *Weights*.)
5. Angles, hence we have astronomical measures.
6. Division of time.

These measures as now used in England, we presume to be known to every schoolboy; we shall therefore not occupy space by their enumeration in detail. (For the measures of various countries, see their respective names.) The measures and weights of the United Kingdom are regulated by an act 5 Geo. IV, c 74, (1824) which came into operation on Jan. 1, 1826; this is further simplified and enforced by 5 and 6 Will. IV. The measures, &c. thus enforced, are called the imperial measures, the standards of which are as follows:—The imperial yard is ascertained from the pendulum, which vibrates seconds in the latitude of London, at the temperature of 62° Fahr., and in a vacuum at the level of the sea. The length of this pendulum is to be divided into 39·1393 parts, 36 of these parts are to be taken as the yard, 12 of them as the imperial foot, and 1 as the inch. The imperial standard gallon, containing 10 lbs. avoirdupoise, or 277·274 cubic inches of distilled water at 62° Fahr., the barometer being at 30 inches. The old troy lb. containing 5760 grains, one inch of distilled water at 62° Fahr., and barometer at 30 inches, containing 252·458, such grains with them, 7000 grains to be the lb. avoirdupoise. The act further orders, that weights and measures shall be stamped by the inspectors. Those using them unstamped, or if by wear or otherwise, such are found light or unjust, forfeit £5 for each offence, and the contract is annulled. No weight above 56 lbs. and no wicker or wooden vessel for the measurement of lime; no glass or earthenware drinking vessel requires to be stamped, but any person buying by such a measure, may have it tested by others which are stamped; and if found deficient, or the seller refuse so to test them, the penalty is imposed of unstamped measures as above given. Weights of lead or pewter must be covered with brass, copper or iron.

Weights of 1 lb. or more must have their quantity stamped or painted legibly upon them. Authorized inspectors, justices, &c. may enter shops, warehouses, markets, &c., where goods are sold by measure or weight; and examine all weights, weighing machines, and measures used therein, and on any of these being found fraudulent or illegal, or their not being produced, or the investigation being obstructed, parties become liable to a penalty of not exceeding £5. Local and customary measures are prohibited, as is also what was called heaped measure; articles formerly measured by heaping up the basket, &c., being now sold by weight. Fruit and roots, and some few other things are still sold in heaped baskets, in accordance with a clause in the act which allows vessels to be used as measures, if such do not represent, or are called by any legal standard. All weighed goods must be sold by avoirdupoise weight, except the precious metals, precious stones and pearls, which are sold by troy weight, and drugs when compounded or sold retail, when apothecaries weight is allowed.

MEDIDA. A Brazilian measure, = 4½ imperial pints nearly.

MEDITERRANEAN PASS. In the treaties that have been made with the Barbary states, it has been agreed, that the subjects of Great Britain should pass the seas unmolested by the cruisers of those states, and for the better ascertaining what ships and vessels belong to British subjects, it is provided that they shall produce a pass, signed by the lords commissioners of the admiralty. In pursuance of these treaties, passes are made out at the admiralty on parchment, containing a very few words, with various ornaments, &c. at the top, through which a scalloped indenture is cut. The scalloped tops are sent to Barbary, and being put into the possession of their cruisers, the commanders are ordered to suffer all persons to pass who have passes that will fit these scalloped tops. The protection afforded by these passes is such, that no ships that traverse the seas frequented by these rovers ever fail to furnish themselves with them, whether in the trade to the East Indies, Italy, Spain, the Levant, Turkey, &c., and from the more particular need of them along the coasts of the Mediterranean, they have obtained their name of Mediterranean passes. Forging such a pass is felony.

MEDIUM, CIRCULATING.—See *Circulating*.

MEERSCHAUM. An earthy carbonate of magnesia, of a whitish color, found in Samos, Moravia, and other places. It is used as fuller's earth, and for the making of the bowls of German and Turkish pipes.

MEMEL. A commercial city and seaport of East Prussia, in lat. 55° 41' N., and long. 21° 8' E., with a population of between 8 and

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9000. Memel opens to the Baltic, and is connected with the river Niemen; it has a large and safe harbour, and consequently carries on an extensive commerce, restricted however to ships drawing less than 16 or 17 feet of water, as there is scarcely that depth of channel way into the port; so that large ships are obliged partly to unload their cargoes in the outer roads, where the anchorage is by no means good. The principal export is timber, which although not considered of quite so good a quality as that of Dantzic, is nevertheless more abundant and cheaper. Memel also exports vast quantities of hemp, flax, linseed of fine quality, bristles, hides, pitch, tar, wax, much fine grain, &c. The imports are tropical and colonial produce, British cutlery, hardware, &c.

MERCANTILE SYSTEM.—See *Balance of Trade*.

MERCER'S COMPANY. One of the twelve great livery companies of London, existing as a company from 1172, and incorporated by letters patent 17 Ric. II. (1393.) This fraternity is governed by a prime and three other wardens, and forty assistants, with about 280 liverymen; though this last of course varies. The company pay in charitable benefactions above £3000 yearly. It is the first of all the companies. The fine for taking up the livery is 53s. 4d.; they take no quarterage, but the feasts are defrayed by the whole society. Their arms are gules, (red) a demivirgin, with her hair dishevelled, crowned, issuing out of and inclosed within an orle of clouds all proper, as shown below. Belonging to this company have been several kings, princes and nobility. The hall is in Cheapside. It has been noticed as a curious circumstance that at the present day scarcely a mercer belongs to it. Sir T. Gresham was of this company, so was an ancestor of Anna Bullen.



MERCHANDISE. A general name for all goods imported, exported, or sold in markets, fairs, shops, or exchanges.

MERCHANT. A wholesale dealer in all sorts of merchandise, who exports and imports commodities, and buys and sells goods

MER

in their original packages, without breaking bulk.

MERCHANTABLE COMMODITIES. Goods in their perfect state, free of mixture or damage, or otherwise injured in quantity or quality.

MERCATOR'S CHART.—See *Chart*.

MERCHANTMAN. A trading ship employed in the conveyance of goods from one distant country to another, and thereby distinguished from coasting vessels, packets, sloops, colliers, &c.



MERCHANT SERVICE. The marine relative to the commercial affairs of a kingdom, as set apart and distinguished from the royal navy.

MERCURY OR QUICKSILVER. (*Quick-silver* Ger. *Vif argent* Fr. *Argento vivo* Ital. *Azogue* Sp. *Rtut Russ.*) This is the only metal fluid at the ordinary temperature of the atmosphere, not congealing into a fluid state until at 39° below zero of Fahr. thermometer. The color is whitish, but rather bluer than that of silver. It is volatile, and rises in small portions at the common temperature of the atmosphere. It boils at 650°, when it rises copiously in fumes, which fumes being condensed give the metal in a purer state. In an open vessel, by the abstraction of oxygen from the air, it becomes a red oxyde, called *precipitate per se*. A greater heat revives the metal from its oxyde. Mercury unites only with two combustibles, sulphur and phosphorus; with the former it becomes a pulverulent, earthy substance, of a red color, well known as cinnabar or vermillion. Its union with other metals forms amalgams. Mercury is useful as a medicine, in the parting of silver and gold from their ores, in the making of vermillion and other pigments, for the silvering of the backs of looking glasses, in water gilding, the construction of barometers and thermometers, &c. Scarcely any substance is so liable to adulteration as this metal; its impurities are lead, tin, zinc and bismuth. When the metal quickly,

loses its lustre, is covered with a film, is less fluid than usual, and does not readily break into little brilliant globules, it may be expected to be adulterated. Quicksilver is procured from Germany, Spain, Peru, China, &c. The duty upon importation is 1*d.* per lb., and about 341,200 lbs. are entered for home consumption each year.

MERIDIAN. In astronomy, is a great circle passing through the poles of the world, and consequently extending around the world from north to south, cutting the equator at right angles. A complete circle forms in ordinary acceptance two meridians, the north and south poles being the termination of each; thus when we speak of the sun's coming to the meridian at 12 o'clock, we mean that he arrives at that line, which is supposed to be drawn from north to south, passing over London, or the place we inhabit, without reference to the other half of the circle, and which would pass nearly over Botany Bay and where the sun would be twelve hours afterwards. Every place therefore has a meridian, and that particular one from which measurement towards the east or west, or in other words longitude is reckoned, is called the *prime* or *first* meridian.—See *Longitude*.

MERIDIANAL DISTANCE. In navigation, is the same with departure, easting or westing, or the difference of longitude between the meridian under which the ship now lies, and the meridian she was under when the last observation was taken.

MERINO. A fine kind of wool.

MESNE PROCESS. An intermediate process between the beginning and termination of a civil suit; thus if the amount of a debt be recovered by legal process, every writ, declaration, &c. that issues previous to the judgment and execution is said to be the *mesne* process.

MESS. In sea language, denotes a particular company of the officers or crew of a ship, who eat, drink, or associate together, whence the term *messmate*, as one of the number thus associated.

MESSANGER. In a ship, is a large rope used to unmoor or heave up the anchors.

METALLIQUES. A kind of Austrian stocks, so called because the interest is paid in the precious metals, and not like the interest in other stocks in paper money. The name was also afterwards used in other countries, for instance, in Russia for stock of a similar kind.

METRE. The French unit of length.—See *France*.

MEXICAL OR MESCAL. A spirituous drink extracted from the aloe, which is consumed in large quantities by the Mexicans.

MEXICO. The republic of the United States of Mexico, comprising the former viceroyalty of New Spain, is the southern

extremity of North America, abutting south upon Guatemala, and flanked by the Pacific Ocean on the western side, and the Gulf of Mexico and Caribbean Sea on the eastern. Owing to the mountainous state of the country, the climate is very various, the lowlands being extremely sultry, the highlands temperate and healthful. Mexico suffers from want of water during its eight months annual drought, the rivers being few and generally insignificant. Among the various productions are maize and corn, the banana, tropical fruits, cotton, coffee, sugar, tobacco, indigo, vanilla, cochineal, &c. Wheat grows in the higher parts of the country. Sugar is raised in great abundance, coffee is becoming more and more cultivated; but is not yet in general demand. Cotton manufacture is carried on to some extent by the inhabitants. Silk manufactures also from the native silkworms. The total agricultural produce has been estimated at 29,000,000 dollars annually. The great wealth of the country lies in its mines of the precious metals gold and silver, of which Mexico exports upon an average 13½ millions of dollars annually, receiving in return for them goods from the United States chiefly, also in smaller proportions of eastern produce, and articles direct from Spain and Great Britain. Our direct intercourse with Mexico is very limited. The ports and bays around the Mexican portion of the Gulf and Caribbean Sea are insecure and otherwise defective; those on the western, namely Acapulco and Vera Cruz, are excellent; but from their situation and from the little want the Mexicans have of foreign commodities, they have little comparative trade. The city of Mexico, the capital of this vast republic, lies 7400 feet above the level of the sea, in lat. 19° 25' N., and long. 103° 45' W. The streets are broad, airy, and run at right angles, the houses spacious but low, rarely exceeding one story, with flat roofs. It is the most magnificent city of America, and among the capitals of Europe there are few that can support a comparison with it.



MIDSHIP. The middle of a ship; also a term applied to several pieces of timber which lie in the broadest part of a ship, as the *midship beam*, the *midship frame*, the *midship bend*, &c.

MICA. A mineral substance, which is perfectly transparent, elastic, and capable of being split into thin sheets. The better kind is called talc, and is used as a substitute for glass in windows and lanterns; to inclose the fire of certain stoves without concealing it; to mount microscopic objects, and for the tops of the boxes, and sometimes the cards of the mariner's compass.

MIDCHANNEL. A way across, or in the middle of any channel or river.

MIDDLE LATITUDE SAILING. In navigation, is an easy though not strictly accurate method of resolving those problems in sailing in which the course is neither upon a meridian nor a parallel, the earth being supposed to be a sphere. This sailing is a combination of plane and parallel sailing, and is so named because the difference of longitude is reckoned upon the middle parallel, between the latitudes sailed from and come to.

MIDHEAVEN. The point of the heavens at which a heavenly body attains its highest elevation above the horizon at any particular day. The sun will of course always be in the midheaven at noon; and that whether in winter or summer, although his altitude will be very different at different seasons.

MILE. The principal distance measure of most countries, varying very much in quantity at different places. The following shows the length of the miles of different countries in English yards:—

	<i>Yards.</i>
English statute mile, equal to	1760
English geographical do. "	2025
In Arabia the mile is "	2148
Bohemia "	10137
Brabant "	6082
Burgundy "	6183
Denmark "	8244
Flanders "	6869
Germany, long mile "	10126
Ditto, short "	6859
Hamburg "	8244
Hanover "	11559
Holland "	6395
Hungary "	9112
Ireland "	3038
Italy "	2025
Prussia "	8468
Saxony "	9905
Scotland "	1984
Sweden "	11700
Switzerland "	9153
Turkey "	1409

MILFORD HAVEN. A deep inlet of the sea in Wales, county of Pembroke. Several plans have been proposed at different times for its improvement. These plans have given rise to the new town of Milford, or Milford Haven, and which was founded in 1790 on the northern shore, six miles west by north of Pembroke. It has risen with great rapidity.

The houses are built with neatness and even elegance. It has a custom house, a plain but commodious building, and a dockyard, which forms a principal feature in the plan. A line of packets have been formed here, under excellent regulations, for conveying the mail and passengers to Waterford in Ireland. An establishment has also been formed for promoting the southern whale-fishery. There is besides an extensive quarantine ground.

MILK. A fluid secreted by the females of all the tribe of mammaleous animals, intended by nature for the nourishment of their young. In this country the milk of the cow is almost exclusively used by the inhabitants, but in many countries that of the goat is preferred.

MILL-BOARDS. Thick sheets of the same material as that used for coarse brown paper, made into sheets of different thicknesses and sizes, used for the covers of books and other purposes. The duty upon mill-boards imported is £1 10s. per cwt.

MILLET. (*Hirse* Ger. *Millet* Fr. *Miglio* Penicastrolo Ital. *Mijo* Sp.) A grain of a small size and round form, used as a substitute for rice, and for the fattening of poultry. There are several species; but that most commonly cultivated for the sake of its seeds is the *panicum miliaceum*, a native of Italy. There it is extensively cultivated, as it is also in India, growing of a considerable size in the hotter countries. Rice being so cheap, very little millet is now imported; the duty is 5s. per quarter from foreign countries, 2s. 6d. from our own possessions.

MILLINERY. Light and fanciful articles of ladies' dress, manufactured according to taste and fashion out of materials already adapted for the purpose; such as caps, bonnets, &c., as distinguished by their double manufacture from veils, shawls, &c., which are worn as first formed without remaking; and by their light and more fanciful character from dresses, cloaks, riding habits, &c. Millinery of silk imported is subject to a duty of 15s. each turban or cap, and £1 5s. each hat or bonnet.

MILLION. A thousand thousand, expressed in figures thus, 1,000,000.

MILLSTONE. The large circular stone, which, when put in motion by machinery, grinds corn and other articles. The diameter of the common millstones is from 5 to 7 feet, and their thickness varies from 12 to 18 inches. These stones are usually imported from France, the burr stones of that country being found more durable than our own.

MILREA. The integer of account in Brazil and Portugal.

MINISTER, properly a chief servant. In political language, one to whom a sovereign intrusts the direction of affairs of state. It is also the representative of a sovereign at a foreign court. In Britain the words *ministry*

and *ministere* are used as collective names for the heads of departments, and which in the United States of America are called secretaries. The present ministry of England and the designation of each is as follows:—1. First Lord of the Treasury; Premier or Prime Minister. 2. Lord High Chancellor. 3. Lord President of the Council. 4. Commander of the Forces. 5. Lord Privy Seal. 6. Chancellor of the Exchequer. 7. Secretary of State for the Home Department. 8. Ditto for Foreign Affairs. 9. Ditto for Colonial Affairs. 10. First Lord of the Admiralty. 11. President of the Board of Control. 12. President of the Board of Trade. 13. Secretary at War. 14. Paymaster General.

MINISTER, FOREIGN.—See *Amhesadar*.

MINIUM, RED LEAD, OR RED OXIDE OF LEAD. A heavy scarlet or orange-colored powder, manufactured from lead. It is extensively used in the arts.

MINUTE. In geography, astronomy, and navigation, is the 60th part of a degree, as a minute in ordinary language is of an hour of time. In geographical measurements, a minute as measured on the equator or any other great circle, is therefore synonymous with geographical mile, or equal to $\frac{1}{60}$ nearly of statute English miles, differing of course still more from ordinary foreign miles. The space indicated by a minute is universally considered as the 21,600th part of the circumference of the earth, or of any circle whether large or small; thus the term *minute* as well as its multiple, a *degree*, and its divisibles *seconds*, *thirds*, &c. are significant of relative, but not of positive length. The degree is marked thus°, a minute thus', a second thus", and a third thus'''.

MISCAL. An Oriental weight, nearly equal to 74 troy grains.

MISSILE. Any weapon thrown by hand, and projected from it so as to reach an object at a distance, as a dart, stone, &c.

MITTENS OR MITTS. Gloves which cover the hands without covering the fingers.

MITTIMUS. A writ by which records are transferred from one court to another. The precept directed to a jailor, under the hand and seal of a justice of the peace, for the receiving and safe-keeping of a felon or other offender by him committed to jail, is also called a mittimus.

MIZEN. The aftermost or hindmost of the masts or fixed sails of a ship.

MOCHA. A town on the Arabian Sea, in the province of Yemen, with a commodious harbour, and about 6000 inhabitants. It is frequented by merchants from the Barbary States, Egypt, Turkey, and India, and by British, French, and North American ships. The coffee which bears the name of the town is brought down from the interior of the country by caravans. Gum Arabic, copal,

mastic, myrrh, frankincense, indigo, saena, and other articles, are exported. The imports are chiefly Indian commodities. The trade is most active between May and August, in which period about 100 ships enter the port. There are several European factories here.

MOCHA STONE. A particular kind of agate.—See *Agate*.

MOGADOR OR MOGADORE, called by the natives SUMMA. A seaport of Morocco, 100 miles W. S. W. of the city of Morocco, in long. 9° 20' W. and lat. 31° 39' N. It is the principal seat of commerce of the empire. It is built in a low, flat desert of sand. The town has a good appearance from the sea, the houses being built of stone, and white; but the streets are narrow, dull, and dirty. One part of the town is called the citadel, containing the custom-house, treasury, houses of the foreign merchants, &c.; and the rest of it is called the Jews' town, or outer town. The harbour is about two miles in circumference; but as the water at ebb-tide is only 10 or 12 feet deep, large ships must anchor a mile and a half from the battery. The exports consist of almonds, gums, bees-wax, goat-skins, olive-oil, ostrich-feathers, ornamental roots, dates, seeds, wool, and ivory. The cubit cloth measure = 21 imperial inches. The rottolo or commercial measure is 8,330 troy grains, and the quintal of 100 lbs. = 118 lbs. avoirdupois: the market lb for provisions, and by which also iron and bees-wax are sold is 50 per cent. heavier. The measures of capacity, though nominally those of Spain, are variable and uncertain.

MOGRO. An Italian measure of capacity, varying in different places.

MOHAIR. The hair of a variety of the common goat, which is as fine and soft as silk, and of a snowy whiteness. It is not produced any where but in the vicinity of Angora in Asia Minor. It is manufactured by the inhabitants in camlets and shawls, which are used chiefly as articles of luxury.

MOHUR. An East India gold coin, valued at about thirty shillings of our money. There are also half-mohurs.

MOYSDOM. A gold coin formerly used in Portugal, of the value of six dollars, or nominally of twenty-seven shillings.

MELASSES, OR MELASSAS. The liquid or uncrystallizable part of the juice of the sugar-cane, which separates from the granulated part of the sugar. The name is also applied to the similar portion of any other vegetable juice from which sugar is obtained.

MOLLE. A breakeater at the mouth of a harbour.

MONEX. The common medium of exchange among civilized nations. Money must consist of a material which, 1st. has a

value of its own kind, which every man is willing to accept in exchange for his property, &c., whose value is readily ascertained. If this material is moulded into a particular form, and stamped with a mark denoting its value, so that it is appropriated expressly to the exchanging of articles having value, it is called money, in distinction from other articles which have value, but which are not made the medium of exchange. The material of which money is made, as well as coin, are marketable like other commodities that are bought and sold. Instead of money, the merchant often receives a promissory note or bill; this is sometimes improperly termed money, but for the sake of distinction it is called *paper money*, while coin is called *currency*, and both together, (particularly the former,) constitute the circulating medium. Real money or coin is of a certain value all over the globe, varying in a very slight degree at different places, but the value of paper money being merely nominal, rests upon the individual credit and responsibility of those who issue it.

MONKEY BOAT. A long narrow boat, used upon canals, hence also called a canal boat; it is furnished with a short pole-mast, and lug sail; but these are seldom used, owing to the interruption to sailing occasioned by locks, the mast also unships upon occasion to enable the boat to pass bridges, enter tunnels, &c.



MONOPOLY, is an exclusive right, secured to one or more persons to carry on some branch of trade or manufacture, in contradistinction to a freedom of trade or manufacture enjoyed by all the world, or by all the subjects of a particular country.

MONTserrat. One of the little Antilles or Caribbean Islands, belonging to Britain; lat. 16° 47' N., long. 62° 15' W. It is about 5 miles long, and nearly as wide, and contains 30,000 acres, of which two-thirds are mountainous and barren. The exports are sugar, rum, cotton and indigo. The population 9000, of which 6500 are slaves. Plymouth is the chief town. The following is the colo-

rial soil. The island was colonized by the British as early as 1632.



MONSOONS. Particular trade winds which blow six months in one direction, and the rest of the year in an opposite one. They prevail in the Indian ocean, north of the 10th degree of south latitude. From April to October a violent S.W. wind blows, accompanied with rain, and from October to April, a gentle, dry N.E. wind prevails.

MONTH. The twelfth part of the year. In English statutes a month signifies a lunar month of twenty-eight days, unless otherwise expressed; thus a person committed to prison for a month would be detained exactly four weeks, whatever might be the particular length of the civil month in which he was committed. In commercial transactions, the hiring of servants, &c. the calendar month is used.

MOORING BLOCK. An immense cast-iron anchor, used in some of her majesty's ports to moor ships by instead of anchors.

MOOR TO, is to confine or secure a ship to a particular situation by chains or cables, which are either fastened to the adjacent shore, or to anchors in the bottom of a river or harbour. *Mooring for east, west, &c.*, is when the seamen observe which way, and in what direction, the wind or sea is most likely to endanger the ship, and there laying out an anchor. *Mooring a proviso*, is having an anchor but a hawser ashore, then the ship is moored with her head ashore. Two cables are the least, and four the best to moor by.

MOROCCO OR MAROQUIN. A fine kind of leather, prepared from the skin of the goat, originally brought from the Levant and the Barbary States, but now manufactured in most other countries. It derives its name from the empire of Morocco, where it was probably invented, or first became known to Europeans. The colors most commonly communicated to it are red by cochineal, and yellow by Avignon berries.

MORTAR. A short piece of ordnance, thick and wide, having a chamber less than the size of its bore, and used to discharge bombs or shells into a fortified place.

MOSELLE WINE. A clear dry wine, with a light pleasant flavor and high aroma, pro-

duced in the countries on and near the Moselle. It is generally only first-rate common wine, but is sometimes of superior quality. It comes to maturity in about five or six years, but in a favorable season it will keep twice that time without deterioration. The Moselle wines are recommended for their diuretic properties, and as preventive of obesity. They are the chief fashionable wines of Prussia.

MOTHER-OF-PEARL. The shell of the pearl oyster. It is composed of alternate layers of coagulated albumen and carbonate of lime. It is imported into Europe from India and China, and is extensively used for inlaid works, toys, knife handles, &c.

MOUNTAIN WINE. A rich, sweet, white wine, which is produced in the neighbourhood of Malaga in Spain.

MOUSE. A knot or knob wrought on a rope, by means of rope yarns, &c. wound tightly round it. *To mouse a hook*, is to tie a band of yarn round the hook of a block to prevent its unhooking itself.

MOUSSELIN DE LAINE. A sort of thin stuff or fabric woven of wool, and sold as a material for female dress.

MOYO. A wine measure of Spain.

MUDDE. A Dutch and Belgian measure = $2\frac{1}{2}$ imperial bushels.

MUFFLE THE OARS. To place a piece of matting, sailcloth, &c. around that part of the oars, where they bear against the row-locks of the boat, to prevent the noise which they would otherwise occasion.

MUM. A malt liquor which derives its name from the inventor Mumme, a German. It was formerly exported from Germany in large quantities, but is now little used.

MUNIONS. In ship building the same as the mullions of architecture, signifying the divisions or frames between the different parts of a window; the mullions of a gothic window are therefore the stone pillars which divide the window into two or more compartments. The munions of a ship are the posts between the various lights in the stern and quarter gallery.

MUNJEET. A kind of madder, brought in small quantities from the East Indies, in many parts of which it is cultivated in considerable quantities, though owing to its bulk, and consequently the expense of freight for its conveyance, little of it is used in this country.

MUNTZE. German for small coins. The word is also applied to the money in which accounts are kept in many places in Germany.

MUSCADINE, MUSCADEL, MUSCATEL. A kind of sweet wine. Of the Italian the best sorts are the Syracusan, the Moscato, Giro, the Muscat of Algheri, and Oliastra in Sardinia. The best French muscadels are those of Rivesaltes and Lunel; after which rank the

Frontinac and the Montebabin. Cyprus and Candia also yield muscadel.

MUSCAT. A city and seaport, situated on the east coast of Arabia, in lat. $23^{\circ} 38' N.$, and $58^{\circ} 37\frac{1}{2}' E.$ long., with a population of about 10,000 inhabitants. The harbour is the best on that part of the Arabian coast; it opens to the north, and is shaped like a horse-shoe. The shores around it are rocky. The town stands on a sandy beach about $1\frac{1}{2}$ miles from the entrance to the harbour. The depth of water near the town varies from 3 to 6 fathoms. The anchorage is good everywhere. Muscat is a place of considerable trade, being at once the key to, and commanding the trade of the Persian Gulf. Dates and wheat, particularly the former, are the chief produce. The dates of Muscat are particularly esteemed and fetch a high price. The Imam has some large ships of war, and his subjects possess some of the finest trading vessels to be met with in the Indian seas. Most European ships bound for Basorah and Bushire touch here, and more than half the trading of the Persian Gulf is conducted by its merchants. The pearl trade is wholly confined to this port. Water is plentiful, and provisions, stores, &c. are excellent and very cheap. The monies and weights are those of Turkey and Persia; but most European monies are in general circulation.

MUSCLE. A shell fish (*Mytilus edulis*), abundant on our sea shores, and largely used as food, though by some not considered wholesome.

MUSICAL INSTRUMENTS imported, are subject to an *ad valorem* duty of 15 per cent.

MUSK. (*Musc* Fr. *Bisam* Ger. *Kruskus* Du. *Muschio* Ital. *Almizele* Sp. *Mishk* Arab.) An aromatic substance, obtained from certain glands which grow beneath the belly of an animal of the deer kind, called the musk deer, *Moschus moschiferus*, that inhabits the loftier mountains of Siberia and Tartary. Musk is in grains concreted together, dry, yet slightly unctuous, and free from grittiness when rubbed between the fingers or chewed. It has a peculiar, aromatic, and extremely powerful and durable odour; the taste is bitterish and heavy; and the color deep brown, with a shade of red. It is imported into England from China in caddies, containing from 60 to 100 ounces each, but an inferior kind is brought from Bengal, and a yet worse from Russia. The best is that which is in the natural pod or bag. The duty is 6*d.* the ounce, and the quantity imported in 1841 was about 2,122 ounces.

MUSKET. A fire-arm used in war, and carried on the shoulder of foot soldiers. If made short and thick it is called a musketoon.

MUSLIN. A very thin woven fabric, made of cotton, originally brought from India, but now extensively manufactured at Paisley,

MUS

Glasgow, and other places. It is of several denominations, according to its texture and degree of fineness: as clear muslin, book muslin, cambric muslin, jaconnet, mull and others.

MUST. The juice of the grape which by fermentation is converted into wine.

MUSTARD. That powder commonly known as mustard is produced by grinding the seeds of a plant called *Sinapis*, of which two species are ordinarily used; the *Sinapis nigra*, or rape seed, an inferior kind, and the *Sinapis alba*, or white mustard, the seed of which produces the well-known spring salad of that name, and the condiment so common at our tables, It is a stimulant, and as such is used with the more indigestible dishes and meats, and also



THE letter N is but little known in nautical and commercial abbreviations; we must not forget however its constant employment for north or northern, either alone or in combination; thus N. North. N.W. North West, &c. N is also put for navy, as R.N. Royal Navy. No. for Number. N.B. for *Nota Bene*, or observe. On French coins it means the mint of Montpellier.

NACARAT. A term applied to a pale red color, with an orange cast. The nacarat of Portugal is a crape or fine linen fabric, dyed of this tint, which is also used by ladies to give their countenances a roseate hue, in the same manner as with rouge. The brightest red crapes of this kind are manufactured by the Turks at Constantinople.

NACRE. The same as mother-of-pearl, particularly the inner part of the shell.

NADIR. In astronomy, the point of the heavens which is diametrically opposite to the zenith or point directly over our heads. The zenith and nadir are the two poles of the horizon.

NAIL. A measure of length, equal to 2½ inches, or ⅓ of an English yard.

NAINSOOKS. A species of Bengal muslins.

NAILS. Metallic pins for the fastening together the different parts of wooden machinery and framework. Nails are made both by hand and by machinery. *Wrought* nails are made singly at the forge and anvil by workmen, who acquire from practice great dispatch in the operation. *Cut* nails are chiefly made by machinery invented in the United States. The iron, after having been rolled and slit into rods, is flattened into

MYR

in medicine. Applied as a poultice, it acts in the same manner as a blister of cantharides, and mixed with a quantity of water and drunk copiously, it acts as a powerful emetic, and hence is useful in cases of poisoning, &c.

MYROBALANS. A particular kind of plums dried. They are prepared in many parts of India as a confection.

MYRRH. A fragrant, bitter, aromatic gum resin, which is obtained from an undetermined tree in Arabia, and especially in Abyssinia. It comes to us in grains, having a resinous fracture, and a slightly acid taste. The Abyssinian myrrh is brought from the East Indies, and the Arabian comes by way of Turkey. It is used in a great variety of medicinal preparations.

plates of the thickness intended for the nails by a second rolling. The end of this plate is then presented to the nail machine by a workman, who turns the plate over once for every nail. *Cut* nails are used by plasterers, gardeners, &c.; they are brittle but very cheap. There are nearly 300 different sorts and sizes of nails, applicable to all the various purposes of the carpenter, joiner, ship-builder, wheelwright, &c.

NAMUR, lately a province of the kingdom of the Netherlands, but since 1831 belonging to Belgium. It is composed of the greater part of the county of Namur and the principality of Liege, of some parts of the Duchy of Brabant and French Hainault, comprising an area of 1380 square miles. The soil is remarkably rich, the face of the country is a plain, intersected by low hills, which are covered with woods. Besides the products of tillage and grazing, which are extensively supplied, iron, copper, lead, marble and coal are found; while the manufactures of cutlery and other iron wares, glass, leather, and tobacco, are carried on to a great extent by the inhabitants. The chief town is of the same name as the province, and is situated 28 miles from Brussels.

NANGASAKI OR NANGASACKI. A seaport of Japan, on the S.W. coast of Ximo, situated at the end of a commodious bay, long. 129° 45' E., and lat. 32° 44' N. It is a large commercial town, the only place where Europeans are allowed to trade, a privilege now confined to the Dutch. The Dutch town is built on the island of Desima, is 600 feet long and 120 broad, adjoins Nangasaki, and contains several large storehouses. The harbour is 3 miles long and 1 broad. The Japanese town is divided into the inner

and enter town, in neither of which are strangers allowed to dwell.

NANKKEEN OR NANKING. A sort of cotton cloth, which takes its name from the city of Nanking, where it was originally manufactured. It is now imitated in most other countries where cotton goods are woven; but those of the east are superior, on account of the natural color of the cotton, (*gossypium religiosum*), being reddish, while in those countries where white cotton is used it is necessary to give it the proper hue by artificial means.

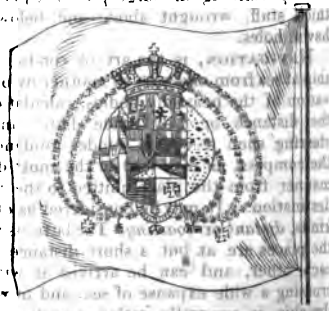
NANTES. One of the largest and richest cities of France, situated on the Loire. The manufactures are extensive and increasing; cloths, cotton goods, cutlery, printed linens, hats, leather, cordage, iron, cables, earthenware, glass, and spirituous liquors are among the chief articles produced. Ship-building is carried on to a considerable extent. The sugar refineries are numerous. Its commerce with Africa, the American and Indian colonies, and all parts of Europe, is active and important. The inhabitants are also engaged in the cod and other fisheries. Ships of above 90 tons unload at Paimboeuf, a village 20 miles below Nantes. Nearly 3000 vessels enter the port annually, exclusive of fishing vessels.

NAPHTHA OR ROCK OIL. A transparent yellowish or brownish fluid, of a strong penetrating odour, greasy to the touch, and so light as to float on alcohol. Near Baku, on the Caspian Sea, are fountains of it. The ground also at Pitchford, in Shropshire, is saturated with it; but the principal source whence it is now obtained is from the distillation of coal tar. It is, chemically speaking, a hydro-carbon, not containing any oxygen in its composition. Thus it is useful to keep in contact with potassium, sodium, and other substances, which would be decomposed by contact with the air. Its chief employment however is as a solvent for Indian rubber, and as a burning material for lamps, in which it burns with a brilliant, but not very illuminating light.

NAPLES. Capital and principal port of the kingdom of the Two Sicilies. Lat. 40° 50' N., long. 14° 15' E., with 350,000 inhabitants, exclusive of foreigners. Its situation, population, and wealth, entitle it to the first rank among cities. The harbour which, however, is not large, is thronged by ships



from all nations. The inhabitants are more given to pleasure than either commercial, manufacturing, or agricultural business; thus compared to the number of inhabitants the manufactures are unimportant; and the artisans have little skill. The furniture is clumsy; the best jewellers, tailors, and shoemakers are foreigners. Literature is much neglected, nor even the fine arts practised either with success or good taste. The following is the Neapolitan flag.—(For other particulars, see *Sicilies, the Two*.)



NAPLES YELLOW. A dye prepared by exposing lead and antimony, with potash, to the heat of a reverberatory furnace. It stands tolerably well, but turns black upon the contact of iron. A native pigment of this kind is also found contained in some of the lava around Naples, from which it was first extracted, and thence the name.

NAPOLEON. A French gold coin of 20 francs. There is also a double Napoleon of 40 francs.

NARROWS. A phrase used among seamen to denote a small passage between two lands.

NATIONAL DEBT. In political economy and finance, the amount of the sums or obligations owing by a nation or state. (See *Funds*.) The following shows the amount of the public or national debt of England at different periods of our history.

Debt at the Revolution, 1689	664,263
Accession of Anne, 1702	16,392,702
Geo. I. 1714	54,142,361
Geo. II. 1727	52,092,238
Debt in 1763	138,885,490
1775	128,585,685
1784	249,651,028
1792	229,350,149
1817	240,688,881
1841	789,671,000

NATRON. An impure soda, found in the ashes of several marine plants, in some lakes, as in the natron lakes of Egypt, and in some mineral springs.

NATURALIZATION is when an alien born is put into the condition of a natural born

subject, and entitled to the rights thereof. It must in this country be done by act of parliament, and it is provided by statute 1 Geo. I. c. 4, that no bill for naturalization can be received without certain clauses, incapacitating the party from sitting in parliament, being a member of the privy council, &c.

NAVAL. Of or belonging to a ship in the royal navy; thus we say naval officer, naval stores, &c.

NAVAL HOOPS OR HAWK BOLSTERS. In ship building, are large pieces of plank or thick stuff, wrought above and below the hayse holes.

NAVIGATION, is the art of conducting a ship at sea from one port to another by observation of the heavenly bodies, calculation of the distance, or way made daily, and by steering such a course, under guidance of the compass, as may lead in the most direct manner from the place quitted to the ship's destination. It may be considered as of two kinds, *distant* or *coasting*. The latter is when the places are at but a short distance from each other, and can be arrived at without crossing a wide expanse of sea, and in which the ship is generally within soundings and sight of land. For this little else is required besides an acquaintance with the lands, the compass and sounding line. Navigation, *proper* or *distant*, is where the voyage is across the main ocean. In this art, besides the requisites in the former case, are required the use of Mercator's chart, of the azimuth and amplitude compasses, the log line and half minute glass, and other instruments, particularly the quadrant and sextant, with the method of taking, and calculating the result of celestial observations. Navigation turns principally upon four things; two of which being given or known, the rest are thence easily found out; these four things are the difference of latitude, the difference of longitude, the distance run, and the course or rhumb sailed on. The latitudes are easily found by observation with a quadrant, the longitude is known also by observation in comparison with the chronometer, or by a process called lunar observations. The distance run is known with sufficient accuracy by the log line, compass, &c., allowances having been made for lee way, currents, &c.

NAVIGATION LAWS. These include all those acts and statutes which relate to the management and encouraging of British mercantile shipping, particularly such as have for their especial object the confining of British commerce to British subjects. The chief of these statutes for a long period was the 12th of Charles II. c. 18, known as the "Navigation Act"; by this it is enacted generally, that no merchandise shall be imported either from Europe, Asia, Africa or America, except in

British ships, besides other exclusive advantages given to British shipping. This system was first broken in upon in 1815, still more so in 1822, and in other subsequent years. The acts which at present regulate these matters are 3 and 4 Will. IV. c 54, 4 and 5 Will. IV. c 89, 1 and 2 Vic. c 113, and 3 and 4 Vic. c 95; by these it is enacted as follows: The following goods intended for home use must only be brought here in British ships, or in ships of those countries where the goods are produced; masts, timber, boards, tar, tallow, hemp, flax, currants, raisins, figs, prunes, olive oil, corn or grain, wine, brandy, tobacco, wool, sumach, madder, barilla, brimstone, oak bark, cork, oranges, lemons, linseed, rape seed and clover seed. 2. Goods the produce of Asia, Africa and America, must not be imported from Europe for home use, except they are brought from beyond the Straits of Gibraltar, and except also goods taken by way of reprisal by British ships, bullion, pearls, and other jewels. Extra-European goods must not be brought in foreign vessels, unless of the countries where those goods are produced, except bullion, and the produce of the sultan of Turkey's dominions, which, whether produced in Europe or Asia, may be brought in his European ships. No goods can be imported from or imported into Jersey, Guernsey, Alderney, Sark or Man, nor exported to any British possession in Asia, Africa, or America, nor carried from one British colony or island to another, except in British ships, or ships of those countries where the goods are originally produced. No ship to be admitted to be a British ship, unless registered as such, and every British registered ship must be navigated during the whole of the voyage, whether in cargo or ballast, by a master who is a British subject, and by a crew, of which at least three-fourths are British seamen; and if such ship be employed in coasting from one part of the United Kingdom to another, or to and from the Channel Islands, or from one of these to any other; also all fishing vessels must have a crew altogether British. All British-built vessels under 15 tons burden, owned and navigated by British subjects, are also acknowledged as British vessels, though they may not be registered, while navigating the rivers and the seas around the United Kingdom or the British possessions abroad, and not proceeding over the sea, beyond the limits of such possession; and vessels of 30 tons, though not registered, if without a whole fixed deck, and engaged in the fisheries of Newfoundland, Canada, Nova Scotia, New Brunswick, &c. All ships, *bona fide* built in British Honduras, owned and navigated by British subjects, and considered as British ships, and are entitled to the privileges of such under certain regulations and certificates.

No ship is admitted to be of any particular country unless of the build of that country, or be a prize of war, or forfeited under the law for the prevention of the slave trade, nor unless the master and three-fourths of the crew be of that country, and the ship be owned by subjects of that country. No person is qualified to be a master of a British ship, or a British seaman within the meaning of the act, except British subjects; East Indians however are not to be so considered. Every ship, (except ships required to be wholly navigated by British seamen,) navigated by one British seaman for every 20 tons, is deemed duly navigated, though the number of other seamen shall exceed one-fourth. The master and owners of ships, forfeit for every foreign seaman on board contrary to the act of 14; but if a due proportion cannot be procured at a foreign port, or by unavoidable accident, the number of British may be diminished; proper certificates of the same will exempt the master, &c. from the penalty. Goods not otherwise prohibited, if intended for re-exportation only, may be brought in any British ship, however navigated. Goods imported, exported, or carried seaward, contrary to the laws of navigation, are forfeited; the master incurring a penalty of £100. Penalties are also imposed and need as directed by act 3 and 4 Will IV. c 53, for the prevention of smuggling.

NAVY. The mercantile and military marine of a nation is called its navy, a term which is considered as comprising two distinct classes, the royal navy or the naval defence, or ships of war, and the civil, or the merchant service, or that portion of the shipping of a country which carries on commerce, or carries defensive troops, and whose occupation is solely to convey the goods of one country to another. A large division of this last is solely employed in the fisheries of different kinds and is so far distinct from the usual merchant service as to produce no pressure its cargo, as well as convey it. (See the regulations of the merchant service, see *Navigation Laws*.) The royal navy is governed by the lords commissioners of the Admiralty, (see *Admiralty*); whose general duties are divided into various boards of commissioners; these are called the *Navy board*, the *Shipping board*, *Office of Stores*, &c. We subjoin the names of various countries at the year 1830, including those in commission in ordinary, and at that time building. We might have brought down the account of some of them to a much more recent period, but failing in other accounts such would have offered no criterion of the relative naval strength of the maritime nations at the present period. The following however is a good approximation to the truth, except perhaps to Spain, the distracted state of which country

has occasioned its navy to be somewhat neglected of late years.

	Ships of the Line	Frigates	Sloops	Total
Great Britain	121	168	219	508
France	52	50	198	310
Russia	25	34	53	112
United States	12	17	23	52
Sweden	6	1	42	49
Denmark	2	1	53	56
Netherlands	7	1	53	61
Spain	6	12	94	112
Mexico	1	2	5	8
Colombia	1	2	5	8
Brazil	1	2	44	47

It may be remarked, that scarcely a year passes in which very great improvements do not take place in the construction of every part of a British ship, rendering them more durable, stronger, better adapted, more capacious, or more comfortable; vessels recently added to our navy were many most effective war vessels, a class of vessels almost unknown in every foreign service. On the whole it may be decidedly said, that our navy was never in a greater degree of perfection as compared with foreign powers; even the above table gives the naval strength of Britain greater than that of three of the other strongest powers united, and this ratio has been increased rather than diminished of late years; added to which it is to be observed, that notwithstanding whatever it is to be to the contrary, we can build ships as cheap as even the most northern nations, for estimating British and foreign shipping it is usual to estimate by the tonnage, but this is a very false criterion; for while foreign ships are so carefully constructed, British ships are constructed so that a vessel of 1500 tons might generally carry 2200 tons of a mixed cargo, and a vessel registered as 400 tons generally holds 800 or 1000. If this difference be taken into account, it will be seen that the commercial nations have considerable advantage in the cheapness of their ships over the British; and it is generally admitted, and on good grounds, we believe, that this is lost in the ports of the British do not last so long as those built in this country. See *Naval Marine*, from the year 1811 to 1830, and evaluate.

NAVY. A name, in a person employed on service by officers and command of the navy to manage their (boundary) and other affairs, particularly to receive their pay, pensions, &c., and applied to their and according to their directions. Such persons are obliged by an act of parliament to take out a license from the navy pay office, which license is liable to be immediately withdrawn on any grounds being produced that they have abused the trust reposed in them.

NAVY BOARD. The aggregate of the officers who sit under the Admiralty.

perintend the affairs of the marine. They are individually called commissioners of the navy. Their duty is more immediately concerned in the building, docking, repairing, and cleaning of ships in the dock-yards. In consideration of this, all ships are commissioned upon a report of their qualities by the navy board to the admiralty. They have also the appointment of some of the warrant officers, as surgeons, masters of ships, &c. The principal officers and commissioners presiding at the board are—1. The comptroller. 2 and 3. Two surveyors who are shipwrights. 4. Clerk of the acts. 5. Comptroller of the treasurer's accounts. 6. Comptroller of the victualling accounts. 7. Comptroller of the storekeepers' accounts. 8. Extraordinary commissioner. Besides these there are three resident commissioners, who manage the affairs of the three dock-yards at Chatham, Portsmouth and Plymouth, under the direction of the navy board in London. Letters to the navy board should be addressed "*To the Principal Officers and Commissioners of Her Majesty's Navy.*" Such a letter may commence with "*Gentlemen,*" and terminate—

I have the honor to be,

Gentlemen,

Your most obedient

Humble Servant.

* * * *

NAVY OFFICE. The place where the chief business of the navy is transacted by the officers and commissioners. It is held at Somerset House, London. This office was constituted by Henry VIII. in the year 1509.

NEAPED. The situation of a ship which is left aground on the height of a spring tide, so that she cannot be flooded off till the return of the next spring tide.

NEAP OR NEEP TIDES, are the lowest tides, being those which are produced when the attractions of the sun and moon on the waters of the ocean are exerted in directions perpendicularly to each other. When the two forces act in the same or opposite directions, the spring or highest tides are produced. The neap tides take place about four or five days before the new and full moon.

NEAT. A term applied to cattle. *Neat's-foot oil* is the fat obtained by boiling calves feet, or that which runs from between the joints of the various bones of the leg and foot.

NEEDLE, MAGNETIC.—See *Magnetic*.

NEGUS. A drink made of wine, water, sugar, nutmeg, and sometimes lemon juice; so called from its inventor, Colonel Negus.

NET. That which remains of a weight, quantity, &c. after making certain deductions. Thus in mercantile language, the *net weight* is the weight of any article after deducting tare and tret; *net profits, income, &c.*, is the absolute profit or income, after deducting

expenses, interest, &c. It is opposed to *gross*. The article commonly called net or fishing net, is a fabric of knotted meshes so joined and fastened, as that they shall neither diminish nor increase in size by use; these are always made by hand, no machinery yet invented answering the purpose so well. The plain and wide sorts of lace are also generally called nets; the meshes of these are mostly hexagonal, sometimes uniform in size, and at others alternately larger and smaller, or otherwise varied in pattern.

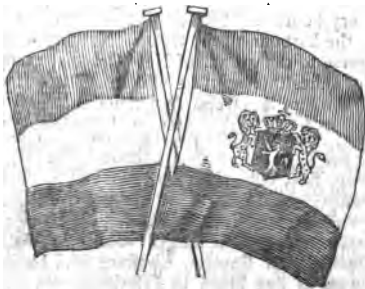
NETTINGS. On board ship, is a fence made of a net stretched across a certain part of a ship. In merchant ships there is usually a netting stretched along the upper part of the quarter, to contain some of the seamen's hammocks. *Boarding* netting is extended above the sides of a ship during the time of action, to prevent the enemy leaping upon deck. A *splinter* netting is of the same description, and placed within the vessel to ward off in some degree the splinters of wood from injuring the men. The *top* netting is fastened to the rail, top and shrouds, to preserve the men from falling. The *head* netting in sloops, &c. is that which is fastened to the head and upper rail, to save the men from slipping overboard. The *overhead* netting is placed horizontally above the quarter deck at the height of 10 or 12 feet, to preserve the officers from anything falling from above. *Hatchway* nettings are strong meshed ropes, placed over the hatchways to prevent persons falling into the holds.

NETHERLANDS. The great and important kingdom of the Netherlands occupies a position between France and the inland states of Germany, and in general terms may be said to comprise that extensive portion of the continent which now is divided into Denmark, Holland and Belgium, and which is watered by the great rivers, the Rhine, Meuse, Scheldt, &c. It is now more especially applied to the kingdom of Holland, though as far as commerce is concerned it is extremely difficult to draw a line as to what should belong to one portion of the Netherlands and what to the other. The climate is in general salubrious, except in the lowlands, where fevers are prevalent; the soil is fruitful, and the inhabitants industrious; hence vast quantities of grain, seeds, roots and cattle, are produced for exportation as well as for home consumption. Belgium produces excellent wheat, Holland and Overijssel rye, Groningen oats; the northern provinces buck wheat, the southern provinces, particularly Flanders, hemp, flax, rape seed, madder, and a small quantity of tobacco. Fruit and vegetables are abundant everywhere. Wine is produced in Luxemburg and in Liege. Cattle is raised principally in Bavaria, Limburg and Liege. Horses of fine breed in Friesland, and nu-

NET

merous flocks of sheep are bred in Holland, Brabant and the Texel. The breeding of swine, rabbits, and bees is much pursued. The fisheries are a most important item of the prosperity of the Dutch, particularly that of whales, herrings, cod fish and eels. Few minerals are found in the Netherlands, and these few, comprising iron, lead, copper, calamine, sulphur, coal, lime and marble, are confined to the southern provinces. The Netherlands manufactures are among the most important in Europe, and furnish almost every thing that appertains to the wants and conveniences of life. These manufactures, as applicable to foreign trade, are woollens, cloths, linen, lace, gold and silver stuffs, hats, cambrics and lace. The extensive breweries and distilleries, dye-works, bleaching grounds, paper and saw mills, and tobacco pipe and toy manufactories are also deserving of attention.

The Dutch are the agents of Great Britain for a great part of Germany, and the southern Netherlands, receiving our goods at Amsterdam and other ports, and conveying them by their excellent water carriage into the interior. They also supply England, mainly by way of Rotterdam, with butter, cheese, flax, grain, and madder. The system of measures and weights is the same as that of France, but with the old Dutch nomenclature. The elle or metre of 12 palms = $39\frac{1}{2}$ imperial inches, and 100 elles = 109.36 yards. The vat, liquid measure of 100 kans = 22.009 imperial gallons. The muddé or zak, dry measure of 10 schepels, or 100 kops = $2\frac{1}{2}$ imperial bushels nearly, and 100 mudden = 34.397 imperial quarters. The wigje of 10 korrels = 15.434 troy grains. The pond of 10 ons, 100 loods or 1000 wigtjes = 2 lbs. 3 oz. $4\frac{1}{2}$ dr. avoirdupoise, and 100 ponden = 220.486 lbs. avoirdupoise. Gold and silver are weighed by the pond. The Amsterdam foot = 11.15 imperial inches; the Amsterdam ell = 27.08 inches; the Brabant or Flemish ell = 27.58 imperial inches; the Dutch league = 3 imperial miles, 5 furlongs, 4 poles. A last for freight is estimated at 4000 lbs. equal to 2 British tons nearly. The monetary unit is the florin or guilder, divided into 100 cents. or 20 stivers,



NEV

and equal to 1s. 8d. sterling nearly; the par of exchange being in gold, 12 fl. 10 c., and in silver 11 fl. 97 c. per £1. The coins are the 10 florin piece of gold = 16s. 6½d., and the gold piece of 5 florins. In silver the florin pieces of 3½ florins, also, but of a lower quality of metal, pieces for 25, 10 and 5 cents. In copper cents and ½ cents. The preceding are flags belonging to the Netherlands.

NEVIS OR NIEVIS. An island of the West Indies. It is a beautiful spot, and little more than a single mountain, whose base is about 23 miles in circumference. It is well watered; and in general fertile, producing much sugar. The exports in 1837 were 991,536 lbs. of sugar, 4290 gallons of rum, and 16,744 gallons of molasses, altogether valued at £12,203; while its imports at the same period was about £27,183. Charlestown is the principal town. The island has been in the possession of the English since 1628. The following is the colonial seal:—



NEW BRUNSWICK. A British province of North America, bounded north by Lower Canada and Chaleur Bay, east by the Gulf of St. Lawrence, South by Nova Scotia and the bay of Fundy, and west by Maine. The population in 1824 was 73,636; in 1841 it was 170,000. The principal rivers are the St. John's, the St. Croix and Miramichi. It produces vast quantities of timber, and much of the land is good for tillage, but only a small portion of it is well cultivated. Lumber and fish are the principal articles of export, and the trade is mostly with Great Britain and the West Indies. The following seal appertains to this colony:—



NEWCASTLE, an important trading town in the county of Northumberland, is situated on the north bank of the river Tyne, about 9 miles from its confluence with the German Ocean. It is distant from London 273 miles, from Edinburgh 123, and from Glasgow 158. The town of Newcastle, including those parts without the walls, extends about 2 miles along the banks of the Tyne, and 1 mile from the river side towards the north and north west, the ground being uneven, but rising as it recedes from the river. The importance and prosperity of Newcastle have arisen chiefly from the coal trade, for the prosecution of which the town is admirably situated on the banks of a navigable river, in the midst of one of the most extensive coal fields in Great Britain, or perhaps any part of the world. In 1832 there were shipped from this port 748,348 chaldrons of coals; the Newcastle chaldron being equal to nearly two London chaldrons. Coal is conveyed from the pits to the river side generally by means of railways, and thence carried to the vessels in which it is exported in keel or long boats, manned by keelmen. Besides coal, the exports are cinders, glass, earthenware, cast and wrought iron and steel, pig, sheet, red and white lead, lead shot, &c., coppers, sal ammoniac, lamp black, grindstones, flag stones, fire stones, bricks, soap, &c. Its chief manufactures are iron and glass; the latter being of high importance, and long reckoned so, as contributing an immense duty to the revenue. The foundries, soaperies, breweries, potteries, roperies, sailcloth manufactories and tanneries are very large.

NEWFOUNDLAND. An island in the North Atlantic Ocean, separated from the continent of North America by the Straits of Belle Isle and the Gulf of St. Lawrence. It is of a triangular form, 380 miles in length, and varying in breadth from 50 to 300 miles. The headlands as well as the general line of the sea coast are high and bold, and form numerous secure and commodious harbours. The inhabitants are mostly dependent upon America for their supply of grain and other provisions. The island has always been famous for the cod fisheries, which have been carried on upon its shores and banks. This is done chiefly by the planters and coasters in small

boats from the shore, though many larger vessels are employed upon the bank and the coast of Labrador, which is a dependency of the government of Newfoundland. The laws and statutes of Britain extend to the island, and the executive government is vested in a governor and council; the former of whom seals all government documents with the annexed device,—the motto translated being “I bring you these gifts.”

The trade and commerce of Newfoundland are extensive and valuable. It supplies Portugal, Spain, and the Mediterranean with fish, and its oil is shipped to Britain. The inhabitants may be estimated at 88,000, of which the capital town, St. John's, contains 14,000. St. John's, on a bay of the same name, has one of the best harbours in the island, with from 10 to 17 fathoms of water, up to the king's wharf, a mile from the mouth of the harbour. It is at this town that the fish are dried and packed for Europe.—See *Cod*.

NEW ORLEANS. A city of Louisiana, situated in a bend of the Mississippi river, on its left bank, 105 miles by the river, but 90 in a direct line from the Bâse at its mouth, lat. 29° 59' N., long. 90° 7' W. It is 1203 miles from Washington, and nearly intermediate between Boston and Mexico. It has a population of about 50,000. New Orleans is the seat of government for the state, and the commercial metropolis of the Mississippi valley. No city on the globe possesses so many natural commercial advantages. The Mississippi and its tributaries above the city have an extent of more than 20,000 miles of waters, already navigated by steam boats, and passing through the richest soils and the pleasantest countries. Its communication with the ocean is easy. There is a railroad between the city and lake Ponchartrain, 4½ miles long, and an artificial harbour and breakwater in the lake at the end of the railway. The trade is as might have been expected very extensive, particularly as to imported articles. Its exports are chiefly cotton and tobacco; also corn, flour, buffalo deer and bear skins, pork, bacon and lard, bees-wax, &c. Its imports are American and British manufactured goods and eastern products. Steam boats are coming and departing every hour, and fifty or sixty are often seen in the harbour at one time. Nothing seems averse to the growth of New Orleans, except the unhealthiness of its climate. The surface of the city is several feet below the level of the river at high water, and the adjacent country is all low and marshy. This is doubtless the principal cause of the frequent recurrence of the yellow fever.

NEW SOUTH WALES. An English colony on the eastern coast of New Holland. Cook landed here in the year 1770 on his first voyage, took possession of the country in the



name of his sovereign, and called it New South Wales. He also gave its name to Botany Bay, which he entered at the same time. The British government founded a colony here in 1778, which was soon after removed to Sydney at Port Jackson. (See Sydney.) In 1803, a settlement was made in Van Diemen's Land. The colonists have lately turned their attention less exclusively to pasturage, and more to agriculture; corn, tobacco, potatoes, hemp, flax, and all kinds of tropical fruits, are cultivated. The climate is mild and healthy; the winter is rainy, but the summer often attended by long-continued droughts, which much diminish the success of agricultural operations. The commercial connexions are principally with Britain, the Cape of Good Hope, China, Mauritius, Van Diemen's Land and New Zealand. Annexed is the colonial seal. See Australia.



Newspapers. Publications in numbers, consisting commonly of single sheets, and published at short and stated intervals, conveying intelligence of passing events. From their first imperfect beginning newspapers have gradually increased in number, matter, and consequence, until they form, in many European countries, one of the most important features in the social economy of the people; exercising a marked influence on domestic manners, literature and usages, but more especially powerful as a great political instrument. Political newspapers have their subsidiary articles on subjects of theatrical or literary criticism added in the shape technically termed *feuilleton*, a subdivision of the page. This custom was introduced about 1800 in the most influential paper of that period, and has since been generally followed. In Great Britain newspapers are subjected to several statutory enactments. By 38 Geo. 3. c. 78, no person can print or publish any newspaper until an affidavit has been delivered at the stamp office, stating the name and place of abode of the printer, publisher, and proprietor; specifying the amount of shares in the undertaking, the title of the paper, and description of the building in which it is intended that the paper shall be printed. A copy of every newspaper is to be delivered, within six days after publication, to the com-

missioners of stamps, under a penalty of £100. Persons publishing newspapers without the name and place of abode of the printer affixed may be apprehended and carried before a magistrate; and peace officers, by virtue of a warrant from a justice of the peace, may enter any place to make search, &c. By 60 Geo. 3. c. 9, every periodical pamphlet or paper, published at intervals not exceeding twenty-six days, containing public news or intelligence, or any remarks thereon, or on any matter in church or state, not containing more than two sheets, or published at a less price than sixpence, shall be deemed newspapers, and subject to the same regulations and stamp duties. By 1 Will. 4. c. 73, securities may be demanded to the amount of £100 or £300, from both principal and sureties, when it is intended to publish a newspaper or pamphlet of the description mentioned in 60 Geo. 3. c. 9. These securities are intended to secure payment of damages or costs which may be incurred in an action for libel against the conductor of the paper. The laws respecting the stamp duties on newspapers have been recently placed on a new footing (1836). The effect of these restrictive provisions, and of the heavy rate of duty imposed on newspapers in England, is to create, especially in London, great monopolies, and to diminish the number of periodical papers; another same time their importance, and, according to the defenders of the system, their respectability and usefulness is increased. There have rarely been more than five or six daily morning papers in London, and about as many evening. Of one of the former (*The Times*) the net profits have been estimated in some years at £24,000. A morning paper in considerable circulation generally employs an editor, a sub-editor, from ten to fifteen regular reporters, from thirty to thirty-five correspondents, &c.; while the power and rapidity of the machinery which produces these huge sheets have been greatly increased of late years by the application of the steam engine. The evening newspapers, the apparatus of which is in other respects less costly, go to an enormous expense in procuring rapid intelligence from distant quarters. The irregular or occasional reporters are a numerous class; they multiply copies of the pieces of intelligence which they collect by means of polygraphs; and send them round to different newspapers to take the chance of their insertion. The following calculation was formed in 1827 of the number of periodical papers appearing in various countries, since which period it is probable that there has been a considerable increase: Great Britain and Ireland, 1483; France, 490; Russia, 488; Netherlands (Holland and Belgium), 100; German Confederation, excluding Austria and Prussia, 305; Sweden, 82; Denmark, 80; States of the Church, 6

only. It is obvious that without an approximation to the number of copies of each newspaper, this calculation furnishes no grounds whatever for speculating on the proportion between the demand and supply of newspapers and the population in these respective countries; and wherever (as in England) newspapers were at this time subjected to a heavy duty, each individual paper must necessarily sell a greater number of copies than elsewhere, in order to afford a profit; but the circulation of some French newspapers is said to exceed that of any among ourselves. The United States, at the same time, had 800 newspapers, and have at present upwards of 1000; about fifty of these appear daily.

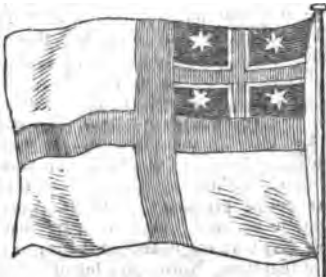
New York, the largest and most populous city in the United States, lies in the state of that name, and is situated at the junction of the Hudson and West rivers, at the head of the bay of New York, and about 16 miles from the Atlantic ocean; in lat. $40^{\circ} 42' N.$, $74^{\circ} 18' W.$ long. Greenwich, England; and $24^{\circ} 54' 22'' E.$ from the city of Washington. It stands on an island, formed by the two rivers just named, and a small river called Mianox, which connects them. The length of this island is about 15 miles, from south to north, and its average breadth about 13 miles. The whole island of New York constitutes one county, which is governed by the city charter, and divided into fourteen wards, each equally represented in the common council, and each electing its municipal officers. There is, perhaps, no place in the world where the municipal authority exercises such despotic sway over the property of the citizen, in opening, locking, widening streets, and other alterations and improvements. The air of New York is keen and cold in winter, partly owing to its being entirely surrounded by water, which freezes more or less during that season. The spring is generally lingering and backward, owing to the great prevalence of chilly easterly winds coming directly from the sea; but the summer is less oppressive than in Philadelphia and Baltimore, and the autumn, for the most part, very pleasant. On the whole, the climate is not unfavorable to health or long life, except to persons inclined to consumption; to them it is highly dangerous. There is no city in the United States, hardly in the world, which possesses greater advantages of situation than New York, both for internal and external commerce. These advantages have been improved by a fast line of mail and commerce with the Hudson, and concentrating the produce of an immense region on its banks, of which at length finds its way to the great mart of domestic and foreign trade. It is here that merchants and traders resort from all quarters; from the shores of the Atlantic, the coasts of the lakes, and the banks of the Mississippi, with

a certainty that they can dispose of their own produce, and supply themselves with every article they require. It is here, too, that strangers and travellers aggregate, as the place of departure to every part of the world, attracted by the facilities offering themselves at regular stated periods. It may serve to give some idea of these, to state that there are opportunities, by regular packets, to start to Liverpool four times a month; to Hayre, three times; to London, twice; to Hull, Greenock, Belfast, Carthagena, Vera Cruz, Charleston, Savannah, New Orleans, Mobile, Washington, Boston, Philadelphia, Baltimore, Norfolk, and, indeed, to almost every place of note in the United States, sailing at stated times, which may be relied upon with almost perfect certainty. New York, by or inner harbour is one of the most capacious and finest in the world, it is completely land-locked, and affords the best anchorage; there is 20 feet water on the bar, and ships of the largest burden lie close to the quays, and may proceed to a great distance up the river. The number of vessels in the port in busy seasons varies from 500 to 750, exclusive of about 50 steam packets. The total value of the imports to the United States during the year 1832 was 101,022,266 dollars, of which more than one half was to New York. The imports comprise a great variety of articles, as cottons, woollens, linens, hardware and cutlery, earthenware, brass and copper manufactures from Great Britain, Silk, wine and brandy from France and Spain; sugar and coffee from the Havannah and Brazil, with tea, spices, cochineal, indigo, dye woods, &c., from the East and West Indies, South America, and China. The exports consist principally of wheat, flour, corn, rice and cotton, beef, pork, butter, cheese, and all sorts of provisions, furs, tobacco, coarse manufactured goods, lumber, potash, &c. The tonnage of the shipping of New York is greater than that of Liverpool or any other city, except London. New Zealand. The two islands, which are called by this name are situated to the east of New Holland, in the South Pacific Ocean. At present they are little known in a commercial sense, although likely to be an important colony to England in future years, especially as the climate is very similar to that of the south of England. The country is healthy, affords excellent wood, is adapted to the growth of wheat, the vine, and all the fruits and vegetables of the north temperate zone. Port Nicholson, situated on the more northern island, is an excellent harbour, it being capacious, well sheltered, and with good anchorage. A colony of English is here established, and when they have overcome the difficulties of a first location, there is little doubt but that it will be a thriving state, especially as the country is much more fertile,

and better watered than that of most of our new Australasian colonies. The population was estimated in 1841 at 117,500, of which about 10,000 are European settlers, either emigrants from England or from Van Dieman's Land, and other of the colonies in that district. The productions, which have hitherto been valuable as articles of export, are oil, whalebone, Phormium tenax, timber, wheat, maize, potatoes, salted provisions, coal and sulphur. The principal towns are Wellington and Auckland, the former containing 4500 inhabitants, the latter 2000. Both are rapidly increasing, as well as the general population of the country and the value of the exports; these are conveyed for the most part to Sydney, as a general cargo, being there sorted, and afterwards reshipped to other countries, or consumed on the spot. The British government have only lately (1841) taken the islands under their protection, and adopted a colonial seal and flag. The seal is given beneath.



The flag has a red cross on a white field; a smaller cross, red and blue, starred, occupying the upper corner as represented annexed.



NICARAGUA WOOD. The wood of the *Caesalpinia echinata*, a tree growing in Nicaragua; it is a species of Brazil wood. It is used with solution of tin as a mordant to dye a bright but fugitive red. Nicaragua woods differ greatly in their quality as well as price; one sort being so deficient in coloring matter that six pounds of it will only dye as much wool or cloth as one pound of Brazil wood, while another variety of it will produce nearly half the effect of an equal quantity of Brazil wood, and will sell proportionally dear.

NICKEL. A white metal, ductile, malleable,

attracted by the magnet, and which, like iron, may be rendered magnetic. Its specific gravity when hammered is about 9. It is rather more fusible than pure iron; is not altered by exposure to air and moisture at common temperatures, but is slowly oxidized at a red heat. It is found in all meteoric iron; but its principal ore is a copper-colored mineral found in Westphalia, and called *kupfernickel*; nickel being a term of detraction used by the German miners who expected from the color of the ore to find that it contained copper. Since the manufacture of German silver, or *argenteum*, became an object of commercial importance, the extraction of nickel has been undertaken upon a considerable scale. The cobalt ores are its most fruitful sources, and they are now treated by the method of Wöhler to effect the separation of the two metals. The arsenic is expelled by roasting the powdered *speise* first by itself, next with the addition of charcoal powder, till the garlic smell be no longer perceived. The residuum is to be mixed with three parts of sulphur and one of potash, melted in a crucible with a gentle heat, and the product beingedulcorated with water leaves a powder of metallic lustre, which is a sulphuret of nickel free from arsenic; while the arsenic associated with the sulphur, and combined with the resulting sulphuret of potassium remains dissolved. Should any arsenic still be found in the sulphuret, as may happen if the first roasting heat was too great, the above process must be repeated. The sulphuret must be finally washed, dissolved in concentrated sulphuric acid, with the addition of a little nitric; the metal must be precipitated by a carbonated alkali, and the carbonate reduced with charcoal. In operating upon *kupfernickel*, or *speise* in which nickel predominates, after the arsenic, iron and copper have been separated, ammonia is to be digested upon the mixed oxides of cobalt and nickel, which will dissolve them into a blue liquor. This being diluted with distilled water deprived of its air by boiling, is to be decomposed by caustic potash till the blue color disappears, when the whole is to be put into a bottle tightly stoppered, and set aside to settle. The green precipitate of oxide of nickel, which slowly forms, being freed by decantation from the supernatant red solution of oxide of cobalt, is to beedulcorated and reduced to the metallic state in a crucible containing crown glass. Pure nickel in the form of a metallic powder is readily obtained by exposing its oxalate to moderate ignition.

NIL. A term, which when written against an entry in book-keeping, implies that the entry is cancelled.

NIPPERS. In sea language, small ropes or selvages for attaching the messenger to the cable.

NISI PRIUS. In law, a term originating in a legal fiction, when the pleadings in a cause in one of the superior courts of common law (see *Pleading*) are concluded, and an issue of fact is raised between the parties. The issue is appointed, by the entry on the record or written proceedings, to be tried by a jury from the county, of which the proceedings are dated at Westminster, unless before the day appointed (*nisi prius*) the judges shall have come to the county in question. The judges of assize, by virtue of their commission of *nisi prius*, try the causes thus appointed on their several circuits, unless they are dated of London or in Westminster, at the sittings during or after term.

NITRE, NITRATE OF POTASS.—See *Saltpetre*.

NOCK. In sailmaking, the foremost upper corner of boom sails, and of stay sails cut with a square tack.

NOCK EARING. The rope which fastens the nock of a sail.

NO MAN'S LAND. A space in midships, between the after part of the belfry and the forepart of a ship's boat when she is stowed upon the booms, as in a deep waisted vessel.

NONAGESIMAL. In astronomy, the ninth degree of the ecliptic reckoning from the eastern term or point.

NO NEAR OR NO NEARER. The order to the helmsman to steer the ship no nigher to the direction of the wind than the sails will operate to advance the ship's course, or when the ship is close hauled to put the tiller a little to the windward side in order to keep the sails full.

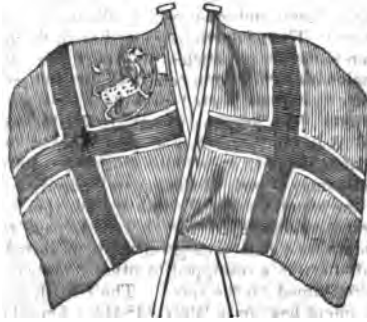
NONSUIT, signifies the dropping of a suit or action, or a renouncing thereof by the plaintiff or defendant, which happens most commonly upon the discovery of some error in the plaintiff's proceedings, when the cause is so far advanced, that the jury are ready to deliver their verdict.

NORTH. One of the four cardinal points of the horizon, being that intersection of the horizon and meridian which is nearest our pole.

NORTHING. In navigation, the difference of latitude which a ship makes in sailing in a northern direction.

NORWAY. A long narrow country, situated at the extreme N.W. corner of Europe, and extending from lat. 58° to 71° N., and from long. 5° to 31° E. The population is little more than 1,000,000. It is now united politically with Sweden. The whole country is a mass of rocky mountains, barren and unproductive, except of timber, with which the greater part of the mountains are covered. The production of food, and the manufactures are very trifling, and not sufficient for the wants of the few inhabitants. (For further particulars, see *Bergen, Christians,* and

Sweden.) The following are Norwegian flags, but government flags are blended with those of Sweden.



NOTARY, PUBLIC. is a person duly appointed to attest deeds and writings; he also protests and notices foreign and inland bills of exchange and promissory notes, translates documents written in foreign languages, and attests the same, enters and extends ships, protests, &c. A notary public in England takes out an annual licence.

NOTE, PROMISSORY.—See *Promissory*.

NOTICE. In many commercial affairs, it is absolutely necessary to give notice of certain acts done or about to be done to render them legal; for example, a tenant at will intending to quit a house must previously give a notice of his intention equal to or greater than the time of the recurring intervals at which the rent is paid; thus a person holding apartments at a rent payable weekly must give a week's notice previous to quitting them, but in the case of a lease, as the property may be affected materially by the season of the year at which it is quit, the tenant must leave it only at the season when he took it, and also give six months' notice of such his intention. Distillers, brewers, soap makers, makers, &c. must give a certain number of hours' notice, previous to undertaking certain operations in their trades, in order that the excise may take cognizance of their proceedings at that time. Notice on a bill of exchange is a notification sent to the drawee of a bill, that such has not been accepted or paid; in the latter case a notice of non-payment must be sent to all the parties whose names are attached to the bill, upon whom the holder intends to proceed for the recovery of the amount. Notice is required to all these that the drawer and indorsees may take measures to secure their remedy, in the case of being compelled to take up the bill. If the bill is for the accommodation of the drawer, and the drawee has no effects of his, and is not otherwise under any obligation to accept or pay, the drawer is not entitled to any notice of

dishonor. There is no particular form necessary, it is sufficient that both the dishonor and the intention to claim in due course be distinctly stated. Notice should be sent without delay, not on the same day of the refusal, but at the close of the day next following, except in the case of a foreign bill, in which case notice should be sent by post on the first day, or if there is no post then by the next earliest conveyance. Sunday is not counted a day in notices, and a person who receives one on that day is in the same position as if he received it on Monday. In Scotland it is sufficient if the notice be dispatched or received within fourteen days of the dishonor. If the party is a bankrupt, the notice must be given to his assignee or trustee. Notice to a company through one of the partners suffices. If the holder give time, and send notice of non-payment to the drawer, he will not be required to give a second notice on expiration of the time without payment. An agent employed to present a bill will be responsible to his employer for neglect of notice. In promissory notes the only parties entitled to notice are indorsers.

NOTING A BILL. When a bill is refused acceptance or payment, the holder or some person employed by him takes it to a notary, who will present it to the drawee, and again demand acceptance or payment, which, if not complied with, the notary makes a minute in his protest book of the answer given, and writes on the bill the initials of his name, the month, day and year, together with his charges for making such noting, and on a small slip of paper the reason assigned for non-acceptance or non-payment.

NOVA SCOTIA. A province of British America connected with Nova Scotia. The inhabitants are chiefly English settlers, and about 190,000 in number. There are on its coast many fine harbours, and in the interior several lakes, streams, and rich valleys. Its exports are considerable, comprising deals, staves, shingles, coals, fish, fish oil, gypsum and grindstones, beef, pork, flour and iron. The trade is steadily on the increase. About 4000 vessels having a tonnage of 330,000 arrive annually, and there are about 100,000 tons of shipping belonging to the port. The

chief town and port is Halifax, which is our chief naval station in North America, and possessing a noble harbour capable of holding 1000 vessels, and being open to the Atlantic. It is entered by a creek 16 miles long, which terminates in a sheet of water called Bedford Basin, and which is every where strongly fortified. Accounts are kept in pounds, shillings and pence sterling, and also in dollars and cents. The colonial seal is that given above.

NUT-GALLS.—See Galls.

NUTMEGS. (*Musadnodder* Da. *Muscades* Fr. *Muskatnüsse* Ger. *Noci muscada* Ital. *Nuez muscada* Sp.) The nutmeg tree in its size and foliage resembles the pear tree, the bark of the trunk is of a reddish brown, but that of the young branches is of a bright green color. The leaves are nearly elliptical, pointed, green above, whitish beneath. The fruit differs in goodness according to the age of the tree, the soil, exposure, and mode of culture. The round nutmeg is preferred to that which is oblong, and that fruit is more particularly esteemed which is fresh, moist, heavy, of good smell, of an agreeable flavor, and which yields an oily juice when pricked. Nutmeg trees grow in several islands of the eastern ocean, but chiefly in that of Banda. When the fruit is ripe the natives ascend the trees, and gather it by pulling the branches towards them. Others are employed in opening them immediately, and in taking off the first rind, which is laid together in a heap to putrefy. When the nuts are stripped of their first rind they are carried home, and the mace is carefully taken off with a small knife; this is laid to dry in the sun for the space of a day, and is then removed to a place less exposed to his beams, where it remains for six or eight days; it is now soaked in salt-water, lastly it is put into bags and closely squeezed. The nuts, which are still covered with their ligneous shell, are for three days exposed to the sun, and afterwards dried before a fire, till they emit a sound when they are shaken; they then beat them with small sticks in order to remove their shells, which fly off in pieces. These nuts are distributed into three parcels; the first of which contains the largest and most beautiful, which are intended for Europe; the second contains such as are reserved for the use of the inhabitants; and the third, which are the worst, are for making the oil of nutmegs, a lb. producing three ounces of oil. The nutmegs which have been thus selected would soon corrupt if they were not watered, or rather pickled with lime, made of calcined shells, which is diluted with salt water till it acquires the consistence of treacle; into this mixture the nutmegs contained in small baskets are plunged two or three times till they are completely crusted over with the mixture. They



NUT

are afterwards laid in a heap where they heat, and lose their superfluous moisture by evaporation. When they have sweated sufficiently, they are then properly prepared. The best way of packing them is in dry lime. 15 cwt. are allowed to a ton. The duty upon Batida nutmegs is 3s. 6d. per lb., upon those the product of our own possessions, as Penang, Bencoolen, &c., 2s. 6d. In 1841, the above duty realised £15,001. Those imported in the shell are wild nutmegs, and are far inferior; the duty upon these is 3d. per lb. only.



Mystica moschata. The Nutmeg.
Nutmegs. Oil of is an expressed oil, obtained by crushing and pressing the smaller and more imperfect nutmegs. It varies much in quality; the better sort often bearing the name of oil of mace. This is brought in stone jars, is a softish solid, like butter, of a yellowish color, an agreeable fragrant smell, greatly resembling that of mace, but not of the color. It pays a duty of 1s. per lb.
Nuts, HAZEL, FILBERT, &c. (Hazel-bollen Du. Noisettes Fr. Haselnüsse Ger. Nocciuole Ital. Avellanas Spa.) About 150,000 bushels of hazel nuts are annually

imported from Barcelona and Bilbao in Spain, for consumption in England, those of our own country being far inferior in quality. About Barcelona the whole country is covered with nut trees. The duty upon importation is 2s. per bushel. See *Chenut, Walnut, Cocoa-nut, &c.*

NUT. The fifteenth letter of our alphabet, and the fourth vowel, is when standing alone, indicative of old, owe, &c. **O. U. I.** Two you. **O. U. I.** is sometimes put for per cent. **O. U. I.** signifies obedient. **O. U. I.** and **O. U. I.** thus, is indicative of a degree. A white circle or **O** in armaments is used for full moon, as a black **O** is for new moon.

NUX

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Nux Vomica. A flat, compressed, round kernel of a fruit, somewhat downy, and of a very firm texture, about the breadth of a shilling; it has no smell, but is of a very bitter taste. The tree producing it is extremely large, and abounds in Malabar and Coromandel. The surface of the nux vomica is not much corrugated, its texture is firm, like horn, of a pale greyish color without, and various colors within, sometimes white and sometimes brown. It is a very soporific and dangerous medicine, and has been used to give an intoxicating property to porter. The duty is 5s. per lb.

NUTRIA, SKINS. The commercial name for the skins of *Myopitamus Bonariensis*, or *coypon* cat, resembling the otter in appearance and habits; the Spanish name for which is putria. Nutria fur is largely used in the hat manufacture, and has become since the scarcity of the true beaver, an article of so much importance, that as many as 1,500,000 of skins have been imported into England in a single year; besides which several continental nations, particularly the French, consume a proportionate quantity. They are principally brought from Rio de la Plata. The animal inhabits South America, and is extremely common in Chili and Buenos Ayres. It greatly resembles the beaver, but is much smaller. Like the beaver, the coypon is furnished with two kinds of fur, viz: the long ruddy hair, which gives the tone of color, and the brownish ash-colored fur at the base which, like the down of the beaver, gives to the skins their commercial value. The duty is 1d. and 1d. per skin.

OAK. The trees which produce that valuable timber well known as oak are of different species, and the timber itself varies much in hardness, grain, color and durability, according to the species from which it is derived. That kind for the excellent quality of which our own country is so remarkable is derived from the *Quercus robur*, a deciduous forest tree of majestic proportions and fine form, straight and lofty when young, gnarled and contorted when old; its timber increasing in hardness and toughness with the

OAK

OAK

age of the tree, which will be 3 or 400 years coming to its full growth and value.



Oak of good quality is more durable than any other wood that attains the same size. It is used for ship-building, carpentry, frames, and works requiring great strength or exposure to the weather; also for the staves of oaks, spokes of wheels generally, and the naves of waggon wheels, for treenails, and numerous small works. The red varieties are inferior, and are only employed for ornamental furniture. The English oak is one of the hardest of the species. It is considerably harder than the American, called white and red Canada oak, or than the wainscot oak from Memel, Dantzic and Riga; the latter, which is the most interspersed with the ornamental markings or flower from the medullary rays of the wood, are the least suitable for timber. The oak of Norway is remarkably straight and splits easily. Considerable quantities of oak are imported from Italy, Istria, and Styria, and they are considered to be of good growth, and perhaps equal to the English in quality; they are used in our government dockyards. A totally different and much inferior timber is used for the American ships. It is the produce of the live oak, *Quercus virans*, a fine tall tree, common in the Southern States, particularly in districts near the sea. The African oak as it is called, is a species of teak tree, the wood is of very dark color, and especially apt to splinter; hence although very durable, it is not adapted to war vessels. Numerous other species of oak are valuable for their wood and other produce, as *Quercus alba*, the cork oak, is well known for the many purposes to which we put the bark. The wood of *Quercus cerris* is common in the South of Europe; it makes almost all the ornamental furniture of Italy, Spain, &c., and in consequence of the abundance of its silver grain, is highly esteemed for the interior wood-work of churches, &c. It is known in us as *Hammock*. *Quercus alba* produces a large species of acorn,

the cups of which are here imported for the use of dyers, under the name of Valonia. Other species produce the nut-galls of commerce. *Quercus tinctoria* yields an inner bark impregnated with a strong yellow coloring matter, well-known under the name of *Quercitron*. The wood of the American white oak, *Quercus alba*, is imported into England in considerable quantities, particularly in the form of staves; in which form also much oak, the produce of *Quercus sessiliflora*, is imported from Hamburg, and of better quality than that from America. The wood of the white oak is used for the shipping of the Canadas, and the more northerly of the American States, as that of *Quercus virens*, the live oak or evergreen oak is for the southern states of Texas, &c.

OAK-BARK. It appears that all the species of oak have in their barks and leaves the same astringent properties, and therefore are equally adapted for tanning—a purpose for which oak bark is most extensively employed. The trees which are cut down in the winter are stripped of their bark in the spring. It is taken off in large pieces, which are exposed to the air and sun to dry; being tied in bundles, it is then sold. The tanners grind it into a coarse powder previous to use. Large quantities are stripped in England, and also imported from the Baltic, paying a duty now of 3d. or 1d. per lb. The bulk of the article and the consequent expense of freight prevents its being brought from a greater distance, except as dunnage.

OAKUM. Old ropes pulled apart into the state of a loose fibrous mass. It is in this state used for the caulking of ships.

OAR. In navigation, a long piece of timber, flat at one end, and round or square at the other, and which being applied to the side of a floating vessel or boat, serves to make it advance. The flat part which is dipped into the water is called the *blade*, and that which is within board is termed the *loom*, whose extremity being small enough to be grasped by the rowers is called the *handle*. *Boat your oars*, is the order to the men to cease rowing, or to lay the oars in the boat. *Double-banked oars*, imply the situation of the oars of a boat, when two opposite ones are managed by rowers seated on the same bench or thwart. The oars are also said to be double-banked when there are two men rowing at each oar. *To feather the oars*, in rowing, is the art of turning their blades in a horizontal position, so that they shall not hold the wind when out of the water. *Get your oars to pass*, is the order to prepare them for rowing. *Lay on your oars*, is the order to the men to cease rowing for a short time, in order to speak or to pay homage to a superior when passing. *To ship the oars*, is to play them in the row-locks ready for rowing; as to *unship them*,

OAT

is to remove them from such a situation, which is frequently done in passing close to a vessel, to prevent them from being broken.

OAST. The term applied to the kiln for drying hops, and which differs from a kiln for drying corn, chiefly in being heated by a stove with fires instead of an open fire, the smoke and heat of which passes up through the corn.

OATH.—See *Affidavit*.

OAT. (*Havre* Da. *Haver* Du. *Avoine* Fr. *Hafer* Ger. *Vena* Ital. *Avena* Port. *Avena* Spa. Lat.) A grain well known as the food of the people of countries which are too northward for the wheat to flourish, as the north of Scotland, Norway, &c. There are several species or varieties in common cultivation in the United Kingdom, particularly the black, grey, red and white, the former of which is the hardiest, and for that reason cultivated in the more northern districts and poor lands of Scotland, while the less hardy, but more heavy white variety, is preferred in England, and especially a subvariety of this called the potatoe oat. The oat is an annual plant; four to six bushels of seed being sown to each acre of land in March or April, and the produce being ripe in July and the early part of August, a good crop yielding from 60 to 70 bushels per acre, each bushel weighing from 35 to 45 lbs. Oats succeed best in moist cool summers, but the crop is very uncertain, very often not yielding one half the quantity above given as a good produce. The nutritive quality of oats is less in a given weight of the grain than that of any other of the corn plants, but being capable of growing on poorer soil than wheat, and valuable as a food for horses, oats are very extensively grown in most of the corn districts, besides very considerable importation from Holland, Denmark, &c. The duty is as follows:—

Whenever the average price, made up and published in the manner required by law, the duty shall be for every quarter—

	s.	d.
Under 19s.	8	0
19s. and under 20s.	7	0
20s. and under 23s.	6	0
23s. and under 24s.	5	0
24s. and under 25s.	4	0
25s. and under 26s.	3	0
26s. and under 27s.	2	0
27s. and upwards	1	0

The above is for foreign oats; for those which are of our colonial produce, the duty is

	s.	d.
Under 22s.	2	0
22s. and under 23s.	1	6
23s. and upwards	0	6

OATMEAL. The meal produced by grinding oats, after having separated the husks. The

OBL

duty upon importation is that of a quarter of oats upon every 181½ lbs. of meal, according to price, whether foreign or colonial.

OBLIGATION. A bond containing a penalty, with a condition annexed, either for payment of money, performance of covenants, or the like. This security is termed a speciality, and is preferred in a course of administration to a debt upon simple contract. All persons who are capable of contracting may bind themselves by an obligation.

OBSERVATION. Among mariners, is the ascertaining by means of the quadrant or sextant, the exact altitude of any particular one of the heavenly bodies, in order that by means of such particulars obtained, the latitude and longitude of the ship may be accurately determined. The necessary calculation of either of these is called working an observation.

OCCUPIERS OF WALLING. A term in the salt-works for the persons who are the sworn officers, that allot in particular places what quantity of salt is to be made that the markets may not be overstocked, and see that all is carried fairly and equally between the lord of the manor and tenant.

OCEAN. In geography, that vast collection of salt and navigable waters, in which the two continents, the first including Europe, Asia and Africa, and the last America, are inclosed like islands. It is distinguished by the four great divisions. 1st. The Atlantic Ocean, which divides Europe and Africa from America, which is generally about 3000 miles wide. 2nd. The Pacific Ocean or South Seas, which divides America from Asia, and is generally about 10,000 miles over; and 3rd. The Indian Ocean, which separates the East Indies from Africa, which is 3000 miles over. The other seas, which are called Oceans, are only parts or branches of these, and are either called from their position and temperature the North and South Frozen Ocean, or according to the nature of the country or district they border, as the Indian Ocean, the German Ocean, &c.

OCHRE. A genus of earths, slightly coherent, and composed of fine, smooth, soft, argillaceous particles, rough to the touch, and readily diffusible in water. It is a combination of alumina and red oxide of iron. Ochres are of various colors, as red, blue, yellow, brown, green, &c. They are to be found in greater abundance in England and Italy than in other countries. They are extremely valuable both as oil and water colors, and are used to some extent as polishing materials, by goldsmiths, copper-smiths, &c.

OCTANT. In geometry, the eighth part of a circle, or an instrument capable of measuring that space of the meridian, and differing only from a quadrant and sextant in the extent of angular space which it is capable of measuring.

OCTAVO, usually contracted into 8vo. A particular method of folding a sheet of paper, namely, when a sheet is folded into eight, having therefore eight leaves or sixteen pages. This book is of an octavo size.

ODESSA. The largest and most flourishing Russian sea-port of the Black Sea, situated on its N.W. coast, in lat. 46° 28' N., and long. 30° 43' E. It was founded so lately as 1792, and already contains 40000 inhabitants. The bay or roadstead is extensive, with deep water and excellent anchorage, though exposed somewhat to the S.E. winds, which renders it less safe in winter. The harbour will contain about 300 ships, and is formed by two moles projecting a considerable distance into the sea. Large quantities of wheat, tallow, wool, iron, hides, copper, wax, caviare, potash, salt beef, furs, cordage, sail cloth, tar, butter, isinglass, &c. are now exported. The principal trade of Odessa is with Constantinople, Smyrna, and other towns in the Levant, Naples, Leghorn, Genoa, Marseilles, &c., particularly in the article of wheat. There is also a considerable import trade, but it is of much less consequence than the export. It consists of sugar, coffee, dyewoods, wine and brandy, cotton stuffs, spices, cutlery, oranges and lemons, oil, tin and tinplates, dried fruits, paper, silk, specie, &c. Provisions are very cheap; but water and firewood dear and scarce, so that English coals have of late years been introduced into Odessa with profit.

OFF, is applied to the movements of a ship, when she sails out from the shore towards the distant sea; it also implies abreast of or near; as "We were off Cape Ortegal off and on." When a ship going along a coast is obliged to tack, so that when holding one tack she shall approach the land, and on the other to stand out to sea, she is then said to hold off and on.

OFFING. Implies out to sea, or at a good distance from the shore, where there is deep water, and no need of a pilot to conduct the ship. Thus if a ship from shore be seen sailing out towards the sea, they say she stands for the offing.

OFFWARD. The situation of a ship which lies aground and leans off from the shore. Thus sailors say, the ship leans offward.

OFFICE. A place set apart for business, the same as counting house; the latter term being used by merchants; and the former by those attached to the duties of public departments. Hence a clerk of the bank is to be found at his office, and a clerk of a merchant in the counting-house.

OFFICE FOUND. In English law, an inquiry executed by some officers of the crown, when certain events have occurred, in consequence of which the crown becomes entitled to take possession of real or personal pro-

perty; such are the finding of treasures under certain circumstances, the intestacy of a bastard, &c. The verdict of a coroner's jury of *felo de se* is an instance of office found, on which the crown is entitled to take possession of the effects of the deceased.

OHM.—See *Aam*.

OKK OR OKA. A Turkish measure, equal to 2½ lbs. avoirdupoise.

OIL. Two classes of chemical substances are known by this name, called *fixed* oils, because they do not readily evaporate; and *essential* oils; these last being the essential parts in which it was thought that all the aromatic virtues of vegetables consisted.—See *Fixed* and *Essential*.

OIL-CAKE OR OIL-SEED CAKE. The refuse husks left after the grinding and subsequent pressing of linseed for the making of linseed oil. It is made up in thin flat cakes, 8 or 10 inches long, about 6 inches wide, and ½ an inch thick. These cakes are an exceedingly fattening food for horned cattle. The duty upon imported oil-cake is 1s. per ton.

OIL OF BRICK. A term applied by the old chemists to the empyreumatic oil obtained by subjecting a brick which has been soaked in oil, to the process of distillation at a high temperature. The oil is used by lapidaries as a vehicle for the diamond powder and emery, with which stones and gems are cut and polished.

OIL OF VITRIOL.—See *Sulphuric Acid*.

OILY GRAIN. The seeds of the *sesamum* plant, which is to be found in several parts of India, Africa and North America. The oil compressed from these seeds is used as a salad oil, and the other general purposes of olive oil. It is remarkable for its abundant produce, and its quality of remaining free from any rancid smell or taste for several years.

OLERON, OLERON LAWS. A code of maritime laws, compiled by Richard the First, at the Isle of Oleron, on the coast of France, then part of the possessions of the crown of England. These laws, which are received by all the nations of Europe as the groundwork of their marine constitutions, are accounted the best code of sea laws in the world.

OLIBANUM. A gum resin, imported from the Levant, in yellowish white, or nearly opaque drops or tears. It has a bitterish flavor, and has been used in medicine. When burned, it exhales rather an agreeable odour, and has been often called frankincense. It is the produce of a shrub, called *Juniperus lycia*, common in the Levant, whence it is brought.—See *Frankincense*.

OLIVE. A genus of large shrubs and trees, the chief of which is *Olea Europea*, and from which are derived the fruit so well-known as an accompaniment to desserts, and the oil so extensively used as a condiment,

and as a lubricator for machinery, &c. This tree grows with an upright stem to the height of 30 or 40 feet, with many branches. It is remarkable in yielding a quantity of oil from the fleshy coat of the seed, and not from the seed itself, as is almost universally the case with other fruits.



The olive flourishes only in warm and comparatively dry parts of the earth, as the South of France and Spain; in Italy, Syria and the North of Africa, and although it has been raised in the open air of this country, yet the fruit did not ripen. The fruit is a smooth oval plum, about $\frac{3}{4}$ of an inch in length, and $\frac{1}{4}$ an inch in diameter, of a deep violet color when ripe, whitish and fleshy within, bitter and nauseous, but yielding a bland oil. Olives intended for preservation are gathered before they are ripe. In pickling, the object is to remove and preserve them green, by impregnating them with salt and water. But it is chiefly for the sake of its oil that the olive tree is cultivated. Olive oil is pale yellow, with a density of 910. When fresh and of fine quality it is almost tasteless, having only a very slight and agreeable nutty flavor. It is less apt than most other fixed oils to become viscid by exposure, and hence is preferred for greasing watch and clock work. It is also largely used as an article of food, in the manufacture of the finer soaps, and in the woollen manufactures. Olives are chiefly imported into this country from France in barrels of 28 gallons, and from Spain in jars of two gallons. An allowance of one-third to one-half is made at our customs for pickle. They pay a duty of 2s. the gallon. The oil is prepared in immense quantities in Calabria, around Naples, and in other parts of Italy. It is of very different qualities, according to the method of manufacture, the best oil exuding from the fruit when only slightly bruised; this we commonly call *salad oil*. Inferior kinds are made by crushing the remains after the first kind has dropped from the mass. Olive oil is often called *Gallipoli*

oil, owing to Gallipoli being the chief mart for it. The Florence and Luoca oil shipped from Leghorn is highly esteemed. The Sicilian oil is of less comparative value. Great quantities are also made in Spain and France; in the latter country chiefly in the provinces of Languedoc and Provence, the finest being that of Aix. About 2,000,000 gallons are annually consumed in this country. It is brought chiefly from Italy and Spain, and in smaller quantities from other places. The common oil is imported in casks, jars and flasks; a chest contains 60 flasks; a half chest 30. The duty is £2 per ton from foreign countries; £1 from Malta, and our other possessions.

OLIVE WOOD. The wood of the olive tree, imported principally from Leghorn. It is much like box, but softer, and with darker grey-colored veins. The roots have a very pretty, knotted and curly character, they are much esteemed on the continent for making embossed boxes, pressed into engraved metallic moulds. There is another wood imported from South America called olive wood, which does not agree with that of the true olive tree in markings or color. From what tree this is produced is not known, but it is supposed to be the wood of *Elaeodendron glaucum*.

OLIVETS. In the African trade, a name given to mock pearls.

OMANDER. One of the names for Coromandel wood.

OMNIUM. A term in use among stock brokers, to express all the articles included in the contract between government and the original subscribers to a loan, which of late years has generally consisted of different proportions of 3 and 4 per cent. stock, with a certain quantity of terminable annuities. Those who dispose of their share soon after the agreement is concluded, generally get a premium of 2 or 3 per cent. for it, which fluctuates with the current prices of the public funds, and in a few instances the omnium has been at a considerable discount. Some of the subscribers pay their whole subscription at the time appointed for the first or second payment, and their share become immediately transferable stock; others dispose of the several articles which make up the terms of the loan separately, and in this state the 3 or 4 per cent. consols, &c. are distinguished by the name of *scrip*, till the whole sum has been paid in upon them.

ONION. (*Zwiebel* Ger. *Cebola* Por. *Cebolla* Spa. *Oignon* Fr.) A well-known pungent, bulbous-rooted plant. The consumption is incalculably great as an article of food among the lower orders, and as a flavoring ingredient in gravies, soups, made dishes, &c. Our onions are far surpassed in mildness, succulence, and flavor by those of Spain and

Portugal, which are therefore largely imported, paying a duty of 6d. the bushel.

ONYX. A species of agate, bearing veins or stripes throughout the texture of the stone. It is most valuable when the colors of the different layers are in contrast with each other. The onyx is used for cameos, broaches, &c.

OPEN. The situation of a place exposed to the sea. The term is also expressed of any distant object to which the sight or passage is not intercepted by anything lying or coming between. Thus the river Neva is open when the ice breaks in the spring, &c.

OPENING. A passage or strait between adjacent islands or coasts.

OPIMUM. The inspissated juice of some species of poppy. In Egypt, Italy, England, and some other places the white poppy is preferred, *Papaver somniferum*. In Turkey and the East Indies, the large red poppy, *Papaver Orientale* is used for this purpose. The opium is obtained by scoring or superficially cutting the skin of the immature seed vessels, when a white juice exudes; after a few hours, this hardens and turns brown; it is then gathered off with knives, and fresh cuts made in the capsules. The opium thus obtained is pressed into cakes, and being covered with leaves is fit for sale. Opium when good is of a rich brown color, tough consistency, and smooth uniform texture. Its own peculiar narcotic smell should be strong and fresh, its taste bitter, warm and somewhat acrid. The countries in which opium is prepared are India, Egypt, Turkey and other parts of Asia, and in less quantities in England, France and Italy, though in our own country the climate is too uncertain for its successful cultivation. Opium is very extensively used both as a medicine, as a masticatory, and for smoking; for the latter purpose chiefly in Turkey, India, and especially China. The growing of opium in India is strictly a government monopoly, and the profits upon that article have yielded a revenue of nearly a million a year profit, though of late years this has much declined, owing to the Chinese war, and still more so on account

of the great quantities of Turkish opium introduced in lieu of the Indian. The East Indian opium is exported in chests of 159½ lbs. each, and of this China alone has sometimes taken 30,000 chests annually. This trade is, or was till its interruption in 1838, carried on chiefly in the bay of Lintin, where the opium ships remained at anchor without discharging their cargo, until the opium with which they were freighted had been sold by the European and American agents established at Calcutta, who upon receiving payment for any quantity gave the requisite delivery order to the Chinese smuggler. These men presenting the order at the ship, received the opium, and carried it away in the dead of night. The opium consumed in England is procured chiefly from Turkey, but the supply is liable to great fluctuations. The duty has also varied very considerably. Previously to 1828, it was 9s. per lb.; in that year it was reduced to 4s., and again in 1836 to 1s., where it has since remained. 48,520 lbs. were entered for home consumption in 1840.

OPOBALSAM. A species of balsam, formerly used in medicine, and called Balm of Gilead and *Judiacum de Mecca*. It exudes from incisions made in the bark of a tree found in the Levant, Arabia, &c. When first gathered it is a white, turbid liquid, of a pungent smell, resembling turpentine, and of a bitter, acrid, astringent taste. Being precisely of the nature of Canada balsam, this latter is now substituted for it in England.

OPOPONAX. A medicinal gum resin, formerly used in medicine. It is a produce of a tall plant common in Asia Minor, called *Opoponax chironium*. The gum resin occurs in small grains or drops, and in concrete masses. The odour is disagreeable, the color yellow internally, but darker on the outside. The odour and taste are both disagreeable.

OPORTO OR PORTO. The second commercial city of Portugal, situated about 147 miles N. by E. of Lisbon, in N. lat. 41° 10', and W. long. 8° 37'. It is well built, and most beautifully situated on the north bank of the river Douro.



OPT

It is celebrated as being the port whence the wine to which it gives its name is shipped. The harbour has ample depth of water, but a bar at the mouth of it prevents loaded vessels from sailing, except at particular periods. Besides the enormous amount of, (in some years as much as 40,000 pipes) port wine, exported from this city annually, it has a great export in cork, lemons, oranges, oil, wool, refined sugar, cream of tartar, leather, sumach, &c. The imports are beef, corn, rice, salt fish, and other provisions; sugar, coffee, &c. from Brazil; cotton and woollen goods, tin-plates, hardware, &c. from England; hemp, flax and deals from the Baltic. The following is the flag of the vessels of Porto:—



OPTION, at the stock exchange, signifies a percentage given for the *option* of putting or calling: *i. e.* selling or buying stock in time bargains at a certain price.

ORANGE. The well known fruit of the orange tree. The *Citrus aurantium* and *nobilis* of botanists. India and China are the native countries of the orange, but it is supposed that the Portuguese first transplanted it to other countries. The genus or family of orange comprises several species, the principal of which are the fruits so well known under the same name, the lime, the lemon, the citron and the shaddock, all of them sufficiently common. Oranges are imported



ORA

into this country in chests and boxes, the fruit being separately wrapped round with paper, or the husky leaves which envelope the ears of the maize. The best are brought from the Azores, from the chief island of which group, St. Michael's, they derive the name of St. Michael's oranges. Excellent oranges are also brought from Malta, besides these large supplies are imported from Portugal, Spain and Italy. The tree is a handsome evergreen, bearing a constant succession of fruit and flowers, the latter of delicious fragrance, and the most delicate white color. There are three varieties or species of the orange, the common sweet (*Citrus nobilis*); the bitter *Citrus aurantium*, and the red-fleshed or blood orange. The first is that ordinarily consumed at our desserts; the second kind (called also from the place whence brought the Seville orange,) is esteemed for the making of wine and marmalade. It is also this variety that furnishes the dried orange peel of the distillers and apothecaries, and the candied orange peel of the grocers. The blood orange is a variety of the first, and is said to be a sweet orange, grafted upon a pomegranate stock, the fruit thereby assuming somewhat of the color and flavor of both plants. No fleshy fruit keeps so well as that of the orange genus, and no trees are more productive, hence oranges are transported to all parts of the world. They are gathered in the autumn while still unripe, and are thus put on ship-board. Gathered thus, they are not fully ripe till after Christmas, when they are in great demand in all the nations of Europe. The flowers when distilled yield a delightfully fragrant water, called orange flower water, of which about 15,000 gallons are imported into this country alone annually, at a duty of 1*d.* per lb., a lb. being a trifle less than a pint. The rind yields a fine stomachic, fragrant oil, valuable in perfumes. Another species called the bergamot orange yields a still more fragrant oil, of even greater value to the soap maker and the perfumer; these pay a duty of 1*s.* per lb. The trade carried on in the fruit is of considerable importance. The amount imported in 1840, including lemons, which are not separated in the public accounts, was 332,163 chests, of different sizes, each of which contained from 4 to 700 oranges. No abatement is allowed upon oranges spoiled in coming over. The duty is as follows:—

	<i>s. d.</i>
Chests not exceeding 5000 cubic inches ..	2 6
Over 5000, and not exceeding 7,300	3 9
Over 7,300, and not exceeding 14,000	7 6
For every 1000 cubic in. over that quantity 0 7½	
Loose oranges, the 1000	15 0
Entered at value, at the option of the importer	75 per cent.

ORANGE BUDS, are small dried oranges which from want of nourishment, blights and other causes, fall from the trees before coming to perfection, as is the case with other fruit. They are mostly imported from Italy, and are used by distillers and others, to give a flavor to spirits and various kinds of liquors.

ORCHIL, ORCHILLA WEED.—See *Archil*.

ORDERS IN COUNCIL. These are issued by the Queen by virtue of her prerogative, and are of a general nature, containing dispensations in favor, or prohibitions in restraint, of a whole branch of commerce.

ORDINARY. The establishment of the persons employed by the government to take charge of the ships of war, which are laid up in the several harbours adjacent to the various royal dockyards. They are principally composed of the warrant officers of each ship, as the gunner, boatswain, carpenter, purser, and cook and their servants. *Ships in ordinary*, are those which are laid up in a partially dismantled and dismantled state, as distinguished from those which are in commission or ready for immediate use. An *ordinary* seaman, is one who can make himself useful on board ship, but who not being skilled in all his duties, is not fit to be rated as an *able* seaman.

ORDNANCE. A general name for every species of artillery used in war, as cannon, mortars, swivels, carronades, &c. The board of ordnance is a subdivision of the military service, equally a department of the admiralty and the war office. It is composed of several officers, called, 1st. The master general, from whom are derived all orders and dispatches. 2nd. The lieutenant general, who receives orders from the master general and sees them executed, orders the firing of guns on days of rejoicing, and sees the train of artillery fitted out when ordered to the field. 3rd. The surveyor general, who has the inspection of the ordnance, stores, and material of war in the custody of the store keepers; he allows all bills of debt, keeps a check on laborers, &c. 4th. The treasurer, through whose hands passes the money of the whole office, as well for payments of salaries as debentures. There are also other officers, called the clerks of the ordnance, and a clerk of the deliveries. The office of the ordnance is in the Tower of London.

ORDNANCE DEBENTURES, are bills issued by the board of ordnance on the treasurer of that office for the payment of stores, &c.

ORGANZINE is silk prepared for forming the warp of the stuff designed to be woven in the loom.

ORGOL.—See *Argol*.

ORLOP. The lower, but temporary deck in a ship of war, whereon the cables are usually coiled, the sails deposited, and the several officers store-rooms contained. Small ships have a kind of platform in midships,

which is also called the orlop, and is chiefly for the use of the cables.

ORLOP BEAMS.—See *Beams*.

ORMOLU. Bronze or copper gilt usually goes by this term. The French are clever at this manufacture.

ORPIMENT. Yellow sulphuret of arsenic. It forms the basis of the yellow paint called *King's yellow*.

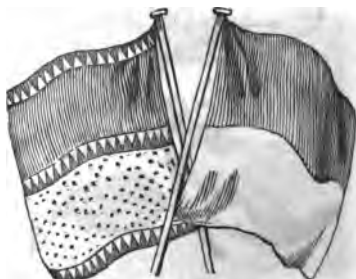
ORRIS ROOT OR FLORENTINE ORRIS, is obtained from the *Iris florentina*, a plant of the south of Europe, but which is often cultivated in this country. It is tuberous, oblong, about an inch thick, white, with a pleasant odour like that of violets, and a slightly bitter taste. The roots are imported from Leghorn, and after being ground into powder are used by perfumers as a dentifrice, and to a small degree in medicine.

OSNABUR. An article resembling leaf gold, made of copper and zinc, chiefly at Mannheim, in Germany, whence it is called Mannheim gold. It is largely imported into this country, made up in books, and inclosed in casks and cases. A part is entered for home consumption, for the purpose of ornamenting toys, but the greater part is re-shipped to the East Indies, where it meets with a ready sale.

OSIER. The name given to various species of willow, chiefly employed in basket making on account of their tough flexible shoots.

OSNABURGH. A species of coarse linen cloth, originally manufactured at Osnaburgh in Germany, but now made very extensively in this country.

OSTEND. A fortified sea-port town of West Flanders, situated in 51° 10' N. lat., and 2° 54' E. long., with a population of 11,000 inhabitants. It possesses great facilities for carrying on trade with the interior by means of railways and canals. The town is almost surrounded by two of the largest of the canals, particularly that leading to Bruges, into which ships of great tonnage may enter with the tide; the number that arrive annually is between 5 and 600. There is also a regular and well-conducted line of steam packets, which ply weekly between



London and Ostend, conveying English goods for the general supply of Belgium, and bringing to the London market vast quantities of butter, poultry, cheese, and other produce. The preceding is the flag.

OSTEOCOLLA. An inferior kind of glue, manufactured from bones.

OSTRICH FEATHERS.—See *Feathers*.

OTTAR OR OTTO OF ROSES.—See *Attar*.

OVERBLOW. In speaking of the wind, is to blow so hard, that a ship can bear no topsails.

OVERBOARD. Thrown out of, or falling from a ship.

OVERFALL. A term used by mariners, &c. for a bank or shoal lying near the surface of the sea, so as to endanger the safety of ships that approach it, as the Stukeey overfalls on the coast of Norfolk.

OVERGROWN, said of the sea when the surges and billows are unusually high, but when the waves are no more than commonly high, it is called a rough sea.

OVERHAUL. To examine a ship, person or thing. To overhaul a tackle or collection of ropes, is to open and disentangle them, so that they are placed in a free and detached manner, ready to be used immediately when wanted.

OVERHAULING A SHIP, also signifies the approaching her when in chase.

OVERLAUNCHING. In ship-building, the splicing two or more timbers together to make the work stronger.

OVERMASTED. The state of a ship whose masts are too high, or too heavy for the weight of her hull to counterbalance.

OVERRAKE. In speaking of a ship riding at anchor in a head sea, when the waves thereof frequently break in upon her, they are said to overtake her.

OUNCE. A denomination of weight. In troy weight and apothecaries' weight the ounce is the twelfth part of a lb., and weighs 480 grains. In avoirdupoise weight, the ounce is the sixteenth part of the lb., and weighs 437½ grains. Thus although the avoirdupoise lb. is considerably larger than the troy lb., yet the ounce avoirdupoise is less than the troy ounce by as much as 42½ grains.

OUT. An expression frequently used at sea, implying the situation of the sails when they are *set* or extended to assist the ship's course, as "what sail have you out."

OUT-BOARD. Anything belonging to, but on the outside of a ship, as the outboard works.

OUTFIT, is generally used to signify the expenses of equipping a ship for a sea voyage, or of arming her for war, or both together; the term is also applied in providing necessary apparel, &c. for naval officers, seamen or passengers previous to a voyage.

OUT-HAULER. A name given to a rope used to haul out the tack of the jib.

OUTLAWRY. In criminal law, is a punishment inflicted for a contempt in refusing to be amenable to the jurisdiction of a competent court. The Act 2 Will. IV. c 39, gives a provision for more expeditious and less expensive proceeding to outlawry in civil cases on meane process than had previously prevailed. It is used against a defendant after he has been five times proclaimed at a county court; but if the defendant has previously left the kingdom, he can set it aside by writ of error, or even on motion. The effect of outlawry in civil cases is a forfeiture of personal goods and chattels immediately upon the outlawry, and his chattels real, and the profits of his lands when found on inquisition.

OUTNAL THREAD. The Flemish and Dutch brown flaxen thread.

OUT OF TRIM. The state of a ship when she is not properly balanced for the purposes of navigation, which may be occasioned by a defect in the rigging, or in the stowage of the hold.

OUT-RIGGER. A strong beam of timber, of which there are several fixed on the side of a ship, and projecting from it, in order to secure the masts in the act of careening. An out-rigger is also a small boom, occasionally used in the tops to thrust out the breast back stays to windward, in order to increase the angle of tension, and thereby give additional security to the topmast.

OUTWARD. Away from a port or kingdom, as outward bound vessels are those departing for distant places; as inward or homeward bound are those arriving, or voyaging towards their own country.

OWNERS OF SHIPS. Persons who by building ships at their own expense, or procuring them by purchase from others, have authority to regulate and dispose of them. By 3 and 4 Will. IV, c 55, it is ordained that when a ship have more than one owner, it shall be divided into sixty-four shares; and no person shall be entitled to be registered as owner, unless he have at the least one of such shares. Also that there shall not be more than thirty-two owners for any ship at any one time. Companies or associations holding property in ships, may appoint three of their members to act as trustees for them. All transfer of ownership must be in writing by bill of sale or otherwise, and such must be registered by the comptroller in the registry of such vessel, and on the certificate of ditto to render it valid. No party having a transfer of a ship or part of a ship made over to him as security is to be considered the owner thereof. Owners are not responsible beyond the value of the ship and cargo, and freight due thereupon, when therefore several freighters sustain losses amounting to more than the value of the

owners' liability, they are entitled to receive only the relative portion of such amount of liability, which is to be divided among them in proportion to their respective losses. It is usual in most countries, where the part owners disagree as to her employment, to give those possessed of the greater number of shares power to bind the whole. But in this country, if the majority desire to send the vessel on a voyage which the others disapprove, the court of admiralty takes a stipulation from the majority, in a sum equal to the value of the shares of the dissentient party, either to bring back and restore to them the ship, or to pay them the value of their shares. In this case the ship sails wholly at the cost and risk, and for the profit of the others.—See *Registry*.

OWLING. In law, so called from its being generally committed during the night; an offence consisting in conveying sheep or wool to the sea-side in order to export them. This offence was formerly capital, particularly if the offenders neglected to surrender themselves after proclamation made for that purpose. It is now punishable with seven years transportation.

OWSER. Among tanners signifies oak bark beaten or ground small for use. When mixed with water in the tan-pit it is called owser.

OYER AND TERMINER. In law, a commission delivered to the judges, and other gentlemen of the courts to which it is issued, by virtue of which they have the power, as the terms imply, of hearing and determining certain specified offences and causes brought before them.

OYSTER. A large genus of shell fish; the most common species of which, (*Ostrea edulis*), is distinguished by having two unequal shells—one flat, which in the natural beds lies uppermost—the other convex, by

which the animal attaches itself to rocks, stones, weeds, and other objects, as also often to another individual. Vast beds of oysters are artificially formed, and attended to with great care, at the estuary of the Thames, and many other localities, where there is an admixture of fresh and salt water, in which the oyster thrives best. Certain restrictions and regulations are enforced in relation to the sale of this bivalve in the port of London, in order to favor the multiplication and rearing of this valuable animal. They are permitted to be sold from August to May; the close months being May, June and July. At the beginning of the earliest of these months oysters cast their *spat* or spawn, when they are said to be sick; but they begin to recover in June and July, and in August they are perfectly well. Oysters differ in quality according to the nature of the soil or bed, and also their age. Those called *natives*, and which are considered as of the finest flavor, being the younger oysters, and such as are taken from their native beds. The best British oysters are found at Purfleet; the worst near Liverpool. The nursing and feeding of oysters is almost exclusively carried on at Colchester, and other places in Essex. The oysters are brought from the coast of Hampshire, Dorset and other maritime counties, even as far as Scotland, and laid on beds or layings in creeks along the shore, where they grow in two or three years to a considerable size, and have their flavor improved. There are about 200 vessels, from 12 to 40 or 50 tons burden each, having between 5 and 600 men and boys attached to them, who are employed in dredging and the conveyance of oysters. The quantity of oysters, bred and taken in Essex, and consumed mostly in London, is supposed to amount to 14,000 or 15,000 bushels a year.



P A letter so similar in sound to B, as that these letters are generally confounded together in most of the languages where they occur. In contractions P is seldom used, except for Parliament, Post, Professor, and in a few other cases, as follows:—M. P. Member of Parliament. P. M. Post Meridian, past midday or afternoon. P. or Po. pole. Pk. peck. Pun. puncheon. Pt. pint. J. P. Justice of the Peace. Prox^o, the next month, &c.

PACK. A denomination of long measure of uncertain extent, assumed by some to be 5 feet, by others 4½ feet. It is not now used.

PACK OR PACKAGE. A lot or bale of goods made up for carriage or exportation.

PACKAGE, SCAVAGE AND PORTAGE, are small duties, which were formerly payable by aliens at the port of London. The package duties were payable upon goods carried abroad. Scavage upon those brought into the country; and portage dues the price for landing or conveying goods on board.

PACK-DUCK. A coarse kind of linen, used for pack cloths, &c.

PAC

PACKET OR PACKET BOAT. A vessel appointed by the government to carry the mail of letters, packets, and expresses from one kingdom to another by sea, in the most expeditious manner.—See *Steam*.

PACKFONG. The Chinese name of the alloy of nickel and copper, commonly called German silver. It is composed of 7 parts of zinc, 2·5 of copper, 6·5 of nickel.

PADDER OR PADDY. Rice in the husk.

PADDING. In calico printing, is the impregnation of the cloth with a mordant, previous to dyeing or printing it with colors.

PADDLE. A small oar used with canoes, and occasionally with man of war boats. It is much shorter and broader than the common oar, and is used equally for rowing and steering. *Paddles* are also the wheels which in steam boats exert their action upon the water, giving the boat itself an impetus in the contrary direction. The covers for such paddles are called paddle boxes.

PAGE. One side of a leaf of a book. A folio volume contains four pages in every sheet. A quarto eight pages. An octavo sixteen pages. A duodecimo twenty-four pages, and an octodecimo, thirty-six pages.

PAGODA OR STAR PAGODA. The name of numerous gold coins in India. They mostly weigh about 52·85 troy grains, and contain 44·37 troy grains of pure metal. They are worth about 7s. 6d. each.

PAINTER. A rope employed to fasten a boat, raft, platform, &c. alongside of a ship, wharf, &c.

PAIRING. In parliamentary language, is when two members of opposite political parties, agree to absent themselves for a certain time from the divisions of the house.

PAJACK. A Russian measure for corn, of about 1½ bushels English.

PALERMO. A large city and sea-port of Sicily, on the north-coast of which it is situated. It has a population of 170,000 people. The bay is about 5 miles in length; the city being situated on the S.W. shore. The mole is fully a quarter of a mile in length, having a light-house and battery at its extremity projecting in a S. direction into 8 or 10 fathoms water, forming a convenient port capable of holding a great number of vessels; there is also an inner port. Its great exports are wheat and barley, wine, brandy, fruit of various kinds, salt, cheese, brimstone, manna, liquorice, pumice stones, rags, skins, honey, saffron, &c. The imports are for the most part the same as those of Naples. The monies are also the same, their names only differing; the carlino of Naples being the same as the taro of Sicily = about 4d. 100 Sicilian lbs. of 12 ounces = 70 lbs. avoirdupoise.

PALM. An ancient measure of length taken from the dimensions of the hand; the breadth

PAL

indicating the small palm, the length of it the longer palm. This last was the Roman palm understood to be 8½ inches. The former is the English palm of 4 inches, now used only for the measurement of horses.

PALM. In sailmaking, an instrument used instead of a thimble in sewing canvas, sails, &c. It is composed of a flat round piece of iron, an inch in diameter, whose surface is full of cavities, to receive the head of the needle, and is fixed upon a piece of canvas or leather, which encircles the hand, keeping the iron in the palm of the hand, whence the name. *Palm* among anchor-smiths is also the fluke or broadest part of the arms.

PALM BERRIES. Unripe dates.

PALM OIL. The tree which yields palm oil, called by botanists *Elæius Guineensis*, grows in most parts of Asia, Africa and America, more especially on the coast of Guinea, in the Cape de Verde Islands, and in Jamaica and Barbadoes. The oil obtained from the nuts of this tree is about the consistence of an ointment, and of an orange color, of a strong though not of a disagreeable smell, and very little taste. By keeping long it loses its color. It is used largely in the manufacture of soap and candles, and also to grease the different rubbing parts of machinery, particularly of the axles of steam carriages. It is procured by slightly bruising the nuts, and then soaking them in hot water, when the oil separates and is skimmed off. The duty is now 6d. per cwt. In 1841 it was 1s. 3d., yet even at this higher price there were imported the preceding year as much as 168,528 cwt.

PALM WOOD. Two or three varieties only of the 4 or 500 which are said to exist, are imported into this country from the East and West Indies; they are known in England by the names, palm, palmetto, palmyra, and nutmeg, leopard, and porcupine wood, &c., from their fancied resemblances; as when they are cut horizontally, they exhibit dots like the spice, and when obliquely, the markings assimilate to the quills of the porcupine. The trunks of the palms are not considered by physiological botanists to be true wood; they all grow from within, and are always soft and spongy in the centre, but are gradually harder towards the outside; they do not possess the medullary rays of the proper woods, but only the vertical fibres, which are held together by a much softer substance, like pith or cement, so that the horizontal section is always dotted, by which they may be readily distinguished from all true woods. The palm woods are sparingly employed in England, for cabinet and marquetry work, and sometimes for billiard cues, which are considered to stand remarkably well; they are also turned into snuff-boxes, &c. The smaller kinds are imported under the names

of partridge canes, (called also Chinese or fishing canes,) Penang canes from the island of that name, and some others, for walking sticks, the roots serving to form the knobs or handles. The knobs of these sticks exhibit irregular dots something like the scales of snakes; these arise from the small roots proceeding from the principal stem, which latter shows dotted fibres at each end of the stick, and streaks along the side of the same. The twisted palm sticks are the central stems or midribs of the leaves of the date palm; they are twisted when green, and stretched with heavy weights until they are thoroughly dry; they are imported from the Neapolitan coast, but are considered to be produced in Egypt.

PALMETTO WOOD.—See *Palm Wood*.

PALMYRA WOOD.—See *Palm Wood*.

PAMPHLET. A small book stitched together. It is defined by the 55 Geo. III, c 185, to be a book containing one whole sheet, and not exceeding eight sheets in 8vo., or any lesser size, or not exceeding twelve sheets in 4to., or twenty sheets in folio. The act 10 Anne, c 19, enacts, that no person shall sell or expose to sale any pamphlet without the name and place of abode of some known person, by or for whom it was printed or published, written or printed thereon, under a penalty of £20 and costs.

PANEL. The roll of parchment or the paper which contains the names of jurors whom the sheriff returns to adjudicate on a trial. From this the jury themselves are often called the panel, as "The panel were sworn, &c." In Scottish law, the accused person in a criminal action from the time of his appearance is styled the "panel."

PANTECHNICON signifies a place in which, as the term imports, every species of workmanship is collected and exposed for sale.

PAOLO. A small Italian silver coin, worth 5d. sterling.

PAPAL STATES.—See *Roman States*.

PAPER. (*Papir* Da. *Papier* Du. Fr. Ger. *Carta* Ital. *Papel* Span. Port. *Bumaga* Russ. *Papper* Swe.) A thin and flexible substance of various colors, but most commonly white, used for writing and printing on, and for various other purposes. It is manufactured of vegetable matter, reduced to a pulp by means of water and grinding; and is made up into *sheets*, *quires*, and *reams*, each quire consisting of twenty-four sheets, and each ream of twenty quires. In 1813, Dr. Colquhoun estimated the value of paper annually produced in Great Britain at £2,000,000; but Mr. Stevenson, an incomparably better authority upon such subjects, estimated it at only half this sum. From information obtained from those engaged in the trade, we incline to think that the total annual value of the paper manufacture in the United King-

dom, exclusive of the duty, may at present amount to about £1,200,000 or £1,300,000. There are about 700 paper-mills in England, and from seventy to eighty in Scotland. The number in Ireland is but inconsiderable. About 27,000 individuals are supposed to be directly engaged in the trade. The rags in the London market are sold to the manufacturers according to their respective quality, under the terms fine, 2d. 3d. English rags: and SPFF, SPFF, FF, &c. foreign rags. Fine being wholly linen, and of the best quality, is used for the finest writing paper, and so in their gradation down to the commonest, which is coarse, often canvass, and can only be made into an inferior printing paper when it has been thoroughly bleached. In these inferior papers some cotton is mixed. There are also the strong coarse bags in which the rags are packed, and the colored rags, only fit for the most common papers; out of these the blue are usually sorted for the purpose of making blue paper. It is necessary that these rags should first be dusted. They are then cut into pieces not exceeding 3 or 4 inches square, the parts that have seams being thrown into a separate heap, or the sewing thread might make filaments in the paper. In this process the rags are scrupulously sorted according to their texture and degree of strength, not according to their color. When carefully sorted, and the different degrees of texture having, by a longer or shorter process, been reduced to a pulp of similar consistency, they may then be mixed together; but this cannot be previously done. The pulp is then washed and bleached with chlorine. After this process they are put into the beating engines, and pass through a sort of trituration, which reduces them to a coarse and imperfect pulp, which is called half stuff or first stuff, and this is again levigated until it assumes the appearance of cream. While the pulp is in this state, the size, made from sheep-skins and other animal substances, together with a solution of alum, is introduced; excepting only in the manufacture of writing paper, and then the sheets are most generally sized after their formation. Having described the preparation of the material, we shall pass on to its formation into paper. The fine pulp, or stuff, as it is technically called, is transferred into a chest or large tub with a revolving agitator; from thence into a vat, usually about 5 feet in diameter, and 2½ feet in depth, and sustained at a proper temperature by means of a fire; and it is generally arranged for this vat to be placed against a wall of the room, that the fuel to the fire may be supplied at an aperture externally, to prevent any injury from smoke. There are three workmen employed in this stage of the operation, called the *dipper*, the *concher*, and the *lifter*. The dipper is provided with

a mould, which mould is provided with another frame, called a *deckle*, which fits it exactly, and forms a boundary line to the sheet of paper, which would otherwise have a rough and jagged edge. This contrivance, by supplying an edge to the mould, gives it the character of a sieve, which enables the dipper, after he has dipped the mould into a vat, and taken in a sufficient quantity of the pulp, and given it a gentle motion to equalize its thickness, to drain the water away; he then removes the deckle, replaces it on another mould, and proceeds as before; whilst the second workman, the *coucher*, removes the sheet of paper thus made on to a felt, being a piece of woollen cloth, and then returns the mould to the dipper, who, in the meantime, has been operating with another mould, and forming another sheet; they thus exchange the moulds, the one dipping, and the other couching, until they have completed six quires of paper, which is called a *post*. When this quantity is completed, the heap is conveyed to the vat press, and subjected to heavy pressure. These six quires remain in the vat press until the dipper and the coucher have perfected another post, when they are removed to give place to it; and then the office of the third workman, the *lifter* commences. He separates the sheets of paper from the felts, and forms them into a pile, which is again subjected to a second press, which detaches from them a great quantity of moisture. Here it remains until the workmen are prepared to replace it with a similar quantity, when it is taken to the drying room, and hung up on lines to dry. These lines are carefully covered with wax, both to prevent adhesion and contraction; and the opening of the windows should be strictly attended to, that the drying may not proceed too rapidly. This being accomplished, it is taken down, shaken to make the dust fall out, and to separate the sheets from each other, and laid up in heaps, ready to be sized. The size is prepared of a due consistence, twice filtered, and a portion of alum added. The workman dips a handful of the sheets, holding them open at the edges, that they may more equally imbibe the moisture, and after this process they are again subjected to the press. They are afterwards dried, sorted, brought under repeated and excessive pressure, and finally, made up into quires and reams.

PAPER-HANGINGS. This important and elegant substitute for the ancient "hangings" of tapestry or cloth came into use about 200 years ago: the manufacture has undergone a gradual succession of improvements, and has now reached a high state of beauty and perfection. The patterns on these papers are sometimes produced by stencil plates, but more commonly by blocks, each color being

laid on by a separate block cut in wood, or metal, upon a plain or tinted ground. The patterns are sometimes printed in varnish or size, and gilt or copper leaf applied; or bisulphurate of tin (*aurum musivum*) is dusted over so as to adhere to the pattern; and in what are called *flock papers*, dyed wools minced into powder are similarly applied. Powdered steatite, or French chalk, is used to produce the peculiar gloss known under the name of *satin*.

PAPIER MACHE is a substance made of cuttings of white or brown paper, boiled in water, and beaten in a mortar till they are reduced into a kind of paste, and then boiled with a solution of gum arabic, or of size, to give tenacity to the paste, which is afterwards formed into different toys, by pressing it into oiled moulds. When dry, it is covered with a mixture of size and lamp black, and afterwards varnished, or else it is gilt, painted, and otherwise ornamented. Tea boards, waiters, &c., are made by the simpler process of gluing several sheets of brown paper together, and pressing them between moulds while still wet, when they assume the required form.

PAPER MONEY.—See *Money*.

PAR. When two things of different denominations are equal to each other in value they are then said to be at *par*.

PARAH. An East Indian measure.

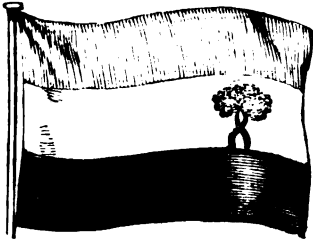
PAR OF EXCHANGE.—See *Exchange*.

PARALLEL. A word used sometimes by mariners in the same sense as latitude; the lines of latitude as represented on the globe being parallel to each other.

PARALLEL SAILING, is the art of finding what distance a ship should run due east or west, in sailing from the meridian of one place to that of another, in any parallel of latitude; the method of performing which is by sailing to the parallel of latitude the place is in, keeping a good account to be sure whether the place be eastward or westward; and also, if possible, to know the longitude arrived at, and then to run due east or west, till the ship comes near the longitude of the given place, when she is sure to make the port required. This is usually done in the torrid zone, to avoid or take advantage of the trade winds.

PARAGUAY. An independent South American State, bounded N. and E. by Brazil, S. and W. by the Argentine republic. This is a fine district, fertile, salubrious, mostly level, and well watered by many branches of the La Plata. Its commerce was wholly annihilated during the reign of terror of its first dictator, Dr. Francia; he being now dead, a considerable trade is carried on with the neighbouring states, especially in a production peculiar to the country, called Paraguay tea, which is consumed in immense quantities by the inhabitants of the neighbouring states.

Its other productions are hides, tobacco, sugar, woods, drugs, honey and wax. Annexed is the flag of this state :—



PARASANG. A Persian measure of length equal to $3\frac{1}{4}$ English miles.

PARCEL. A term indifferently applied to small packages of wares, and to large lots of goods.

PARCELLING. A name given by sailors to long narrow strips of canvas, daubed with tar, and frequently bound round a rope, in the manner of bandages, previous to its being served.

PARCELS, BILL OF. An account of the items contained in a parcel or lot of goods.

PARCHMENT. A material formed of the skins of various animals, particularly those of sheep and goats. A finer kind prepared from the skins of calves, kids and lambs, is called *vellum*; parchment made from other skins also obtains different names, as asses' skin, dog skin, &c. The skins are first deprived of their wools, cleaned, limed, &c. as for tanning; then shaved down, and rubbed over with pumice stone, and lastly, carefully stretched and dried. The parchment of drums is made of the skins of asses, calves and wolves, the former of these is also preferred for battledores. The principal uses of parchment, besides the above, are for sieves, the covers of books, and especially for the material upon which are written leases, deeds and other legal documents.

PARDO. The name of a vessel used in the Chinese seas; they are not so large as junks, but similar to them, except that the sails are slacked by one side to the masts, instead of being suspended by a yard.

PARIRA BRAVA. A medicinal root procured from the *Cissam pelos Pareira*, a native of the West Indies and South America.

PARLIAMENT. The supreme legislative assembly of Great Britain and Ireland. It is divided into two houses, called the house of lords and the house of commons, who, with the reigning sovereign, enact all the public and private laws of the kingdom. For the numbers composing each of these houses of parliament, see *Britain*. Parliament can only be convened by the authority of the king; and by 6 W. and M. c 2, must be held

at least once every three years; but, in point of fact, as the Mutiny Act, Land Tax, and Malt Act are only passed for a single year, the sittings of parliament are of necessity annual. The same order by the king in council which commands the lord chancellor to cause the great seal to be affixed to a proclamation for dissolving parliament, is accompanied with a warrant to issue writs for a new one. Writs for the return of members of the house of commons are directed to the sheriffs of counties, with certain exceptions. On a vacancy during the sitting of parliament, the writ issues under warrant of the speaker by the authority of the house itself. The method of proceeding in making laws is, for the most part, similar in the two houses; but different in public and private bills. Statutes are divided into public and private; and the distinction, in a parliamentary sense, is merely derived from the payment of fees, which are due on private and not on public acts. All private bills affecting the peerage must begin with the lords; all bills which, directly or indirectly, impose a charge on the people must begin with the commons. All other private bills may begin with either house indifferently; but, in practice, one large class of private enactments,—viz. estate bills, which enlarge or alter the power of individuals in disposing of their property; divorce bills; bills to enable parties, under statutable restrictions, to alienate, &c., begin in the lords; that house, from its judicial character, being best fitted for the discussion of similar subjects. On the other hand, bills concerning the parliamentary rights, &c. of particular places, usually commence, by custom, in the commons. Bills are always read in each house, after leave has been given to bring them in, three times before they are passed. The second reading affords the legitimate period for discussion on the principle of the bill; and the bill is then (on principle, in every stage) open to the proposal of amendments. If a bill be rejected, either on the first or second reading, it cannot be again proposed that session. After the second reading, the bill is committed; referred either to a select committee, or, if the bill be of importance, to a committee of the whole house. Such a committee requires, in the commons, the presence only of forty members; in the lords, of all members in attendance. In committee the bill is debated clause by clause, with the advantage that members are not restricted, as in a debate of the house, to speaking once. The proper province of the committee is to consider the bill in its details. When the bill has gone through the committee, the chairman reports it to the house, with such amendments as the committee may have made. The house can then agree or disagree with these

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amendments, and the bill being engrossed, is afterwards read a third time. A new clause added to a bill on the third reading is termed a rider. A bill thrice read and passed, admits of no farther alteration, except for clerical errors. When it has passed one house, it is sent to the other, where its principles and details are in like manner considered; if these are agreed to without alteration, the bill passes; if amendments are here made, the bill is returned to the house where it originated, for these amendments to be reconsidered, and if a difference of opinion still exists, a conference of the two houses is called to decide. The lords cannot alter the details of a money bill, they must either accept it entire, or reject it altogether. When a bill has passed both houses, it is deposited in the house of lords, to wait for the royal assent (except in the case of a bill of supply, which is presented by the speaker to the throne.) The royal assent is given either in person, or by letter patent under the great seal, notified by commission. With regard to the manner of speaking and voting in the commons, motions are made, and petitions presented, by a member in *his place*; the readings of bills, &c. are moved *at the table*. The member who moves a motion puts it in writing, and delivers it to the speaker, who, when it has been seconded, puts it to the house; it cannot then be withdrawn except by leave of the house. The *motion to adjourn* is put in order to supersede a motion of which the house is already in possession. The motion *for reading the order of the day* has equally the effect of superseding the existing question. The motion *for the previous question* has been commonly but mistakenly attributed to Sir Harry Vane, as its inventor. It can take place only in a house, and not in a committee; in which latter the equivalent motion is, *that the chairman do now leave the chair*. In the commons, votes are given by *ay* and *no*; if a division is demanded, the speaker (by a resolution of 1603) appoints two tellers on each side to count. Strangers are directed to withdraw, and the doors closed before the question is put. On a division one party leaves the body of the house, the other remains; and the general rule is, that the side which is for the *innovation* goes out; thus, on the question on a bill, the *affirmative* voices go out; but this rule is governed in its application by various special usages. On a division in a committee of the whole house, the *ayes* go on one side, and the *noes* on the other. The speaker has the casting vote in a house, the chairman in a committee.

The rules of proceeding in the house of lords vary little in material points from those adopted by the commons. The speaker can debate as well as vote. Votes are given seriatim, the youngest baron voting first. The privilege of the lords to vote by proxy is only

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by licence from the king. Proxies from spiritual lords are only to spiritual; proxies from temporal only to temporal. No lord can hold more than two proxies. The lord chancellor is ex-officio speaker of the house of lords; and as he is able to speak and vote, he has no casting vote: the rule, therefore, in case of equality of voices always is, that the presumption is in favor of the negative side. With regard to messages between the two houses, those from the commons to the lords are sent by one member, but will not be received unless eight at least attend in all. Messages from lords to commons are sent by two masters in chancery; or on special occasions, by two judges.

Parliament is always addressed in the form of a petition, which, if to the house of lords, begins thus:—

*“ To the Right Honorable
The Lords Spiritual and Temporal
Of the United Kingdom
Of Great Britain and Ireland
In Parliament assembled.*

Humbly sheweth,

* * * * *

A petition to the house of commons commences thus:—

*“ To the Honorable
The Commons of the United Kingdom
Of Great Britain and Ireland
In Parliament assembled.*

Humbly sheweth,

* * * * *

If it be necessary to allude to the assembly itself it is proper to style the former *Your Lordships*, and the latter *Your Honorable House*. Thus petitions often contain expressions similar to the following:—“ Your petitioners humbly represent to your Lordships. —Praying that your honorable house will grant inquiry.” In alluding, however, to acts done by both houses, it would evidently be improper to say, “ the act passed by your Lordships,” except in a case where a bill is brought in, and lost; in which instance it might very properly be described, as “ a bill originating with your Lordships, or brought into your Lordship’s house by the Right Hon. * * *” and so on for the other house. In a petition to one house of parliament no allusion ought to be made to the other, except for the sake of explanation, and then not with reference to passing events, if such can possibly be avoided, because by a legal fiction the proceedings of parliament are understood to be private. Thus it is that strangers are ordered to withdraw previous to every division of the house. Their presence at any time, and even the publication of the speeches of the members, &c., although allowed by courtesy, being in fact a breach of the privileges of the house. Either house will reject a petition unread, if it be not properly and respectfully worded.



HOUSES OF PARLIAMENT, WESTMINSTER.

PARLIAMENT HEEL. A term used to imply the situation of a ship when she is made to stoop a little on one side, so as to clean the upper part of her bottom on the other side, and cover it with a fresh composition, and afterwards to perform the same office to the side which was at first immersed.

PARRAL. An assemblage of ribs and balls, or spindles, strung upon a rope, called the parral rope. The two ends of the rope being brought together, and put round a mast, form a sort of collar, the use of which is to attach the yards, in order that they may slide easily up and down the mast; the parral forming a sort of friction collar. A gaff has generally a parral, in the form of a necklace, made of wooden balls, extending from one horn of the gaff to the other.

PART. In nautical language, is to be separated from the anchors by the breaking of the cable or hawser.

PARTIAL LOSS. In marine insurance, is a casual damage which a ship or cargo may have sustained in the course of her voyage, from any of the perils mentioned in the policy of insurance. It implies that such partial loss arises, without any fault of the master, from storm, capture, stranding, or shipwreck. These partial losses fall upon the owner of the property so damaged, who must be indemnified by the underwriter. It is usual for the underwriter to stipulate that he shall not be accountable for losses less than 3 per cent. in amount, to prevent trifling demands.

PARTNERS. In ship-building, are pieces of plank fastened around various parts of the ship, as around the capstan, bowsprit, pumps, &c., to strengthen the vessel in those places, they are called bowsprit partners, pump partners, &c., according to their situation.

PARTNERSHIP. A contract between two or more persons to unite in some common pursuit, as in mutual labour, trading, or mercantile transaction. Partnership may be for one transaction only, or for a series, ter-

minable by a certain lapse of time, or the recurrence of particular events. Partnership to be legal must be attended by a community of profits, and having this, each partner is responsible to the creditors of the whole, whatever his stipulations or agreements with the other partners may be; thus a *dormant* partner is equally responsible with those who are *active*. If a person lends his name and credit to a concern, so as to appear a partner, he is so in the eye of the law, whether really such or not, and is consequently responsible for the engagements of the firm. Such a person is usually called a *nominal* partner, and it is sufficient to fix with him responsibility if he do any act, no matter of what kind, sufficient to induce others to believe that he is a partner, such as accepting bills drawn on the firm, describing himself as having a joint interest, &c.; but a man may be a partner with another in a certain business or transaction, without rendering himself liable for extraneous demands his partner may have, or without uniting in his general concerns. Partnership may be contracted by writing, verbally, or by joint acting all the parties mutually agreeing thereto; and in the case of many partners, if one retires, the majority of the rest cannot elect a new partner in his stead, without the mutual consent of the whole, except in case of transferable partnership, like that of joint stock concerns, where the shares are saleable publicly. A partnership at will may be dissolved at the individual pleasure of either party, even at a moment's notice. In all cases it is dissolved by the bankruptcy of one of the partners, followed by outlawry, attainder of treason, felony, death, or if a female, by her marriage. In all these cases the whole firm is dissolved, be there ever so many partners, unless the contrary has been in express terms provided for. The lord chancellor may also dissolve a partnership for several causes. The above is only between partners themselves; for those who desire to

end it as to strangers, should give notice to the world of its dissolution by public advertisement, otherwise each will continue bound by his engagements. In every firm, the act of every single partner in a transaction relating to the partnership binds all the others, but it is to be remarked, that such must be *bond fide* acts, without fraud, gross neglect, or illegal dealing, such as receiving stolen goods, smuggling, &c., in which cases each partner is individually responsible, unless it can be proved or assumed that the rest were cognizable; thus it must be inferred that all the partners are aware for what objects of value bills are given, and how they became possessed of goods found in their warehouses, &c. In these cases it becomes imperative for the other partners to *prove* want of authority to the one transgressing, and ignorance of his acts. A partner is not liable for the contracts and debts of him to whom he joins himself, made previously to the time of commencement of his partnership, unless he afterwards receive benefit from them, and by his acts recognize their existence. Neither is a partner liable for acts done after the dissolution of his partnership, provided he has removed his name from the firm, and duly promulgated notice of his withdrawal. This for strangers is done by advertisement in the *Gazette*, but for those who have dealt with the firm it should be done by circular letters.—(For further particulars, see *Smith's Mercantile Laws*, pp. 1 to 42.)

PART OWNER.—See *Owner*.

PARTICULAR AVERAGE.—See *Average*.

PARTRIDGE WOOD, is the produce of the Brasils and the West India Islands; it is sent in large planks, or in round and square logs, called from their tints red, brown and black, and also sweet partridge; the wood is close, heavy, and generally straight in the grain. The colors are variously mingled, and most frequently disposed in fine hair streaks of two or three shades, which in some of the early specimens, cut plankways, resemble the feathers of the bird; another variety is called pheasant wood. The partridge woods are porous; cut horizontally the annual rings appear almost as two distinct layers, the one hard woody fibre, the other a much softer substance, thickly interspersed with pores. Partridge wood was formerly used in Brazil for ship-building; and it is also known in our dock-yards as cabbage wood. It is now principally used for walking sticks, umbrella and parasol sticks, for the backs of brushes, for fans, and in cabinet work and turning.

PASSAGE. A voyage from one place to another, or the money paid for the same.

PASSAGE BOAT. A ferry-boat, or any small vessel employed to carry passengers or luggage by water from one port to another.

PASSENGERS. In commercial navigation,

are persons conveyed for hire from one place to another on board ship. The conveyance of passengers between Great Britain and Ireland is regulated by the Act 4 Geo. IV, c 88, which provides that no vessels less than 200 tons burden shall take more than twenty passengers, unless by license obtained from the custom-house. A licensed vessel is not to take, exclusive of the crew, more than five adult persons, or 10 children under fourteen years of age, or fifteen under seven years, for every four tons burden; and if partly laden with goods she is only to take the above proportion for such tonnage as remains. Penalty for an unlicensed vessel carrying more than twenty, £50. A licensed vessel, carrying more than the number allowed, £5 for each passenger. The conveyance of passengers between the United Kingdom and North America is regulated by Act 9 Geo. IV, c. 21. This allows three adult persons for every four tons, master, &c., crew included. No ship is to carry passengers unless of the height of 5½ feet at least between decks. Fifty gallons of water and 50 lbs. of good food, biscuits, &c. to be provided for each passenger. Ships with full complement of passengers not to carry any part of their cargo or stores between decks. Masters compelling passengers to land at other places than stipulated for, to forfeit £20 each passenger. Masters infringing the regulations of the act are guilty of a misdemeanor. The masters of all coasting passage boats, proceeding from any part of the United Kingdom to another, must be licensed to sell wine, spirituous liquors and tobacco. Penalty for selling the same without a license £10 for each offence.

PASS OR PASSPORT. A license or writing obtained from a prince or governor, granting permission and a safe conduct through his territories. Also a permission granted by a state to navigate any particular sea, as the Mediterranean Pass.—(See *Mediterranean*.) Passport is also a license obtained for the importing or exporting of merchandise deemed contraband, and declared such by tariff, &c. upon paying a duty upon such merchandise. Arms and ammunition, &c. are of this description; also foreign printed English books.

PATENT OR LETTERS PATENT. In law, is the exclusive right of using and vending a certain composition or combination of matter, as a medicine or a machine. The law of patents, as it now stands in England, rests upon a statute of 21 Jac. I, c. 3. Patents are now, as they were before the statute of James I, granted by the crown. In general, any invention of a new and useful art, machine, manufacture, or composition of matter not known or used before, or any new and useful improvement in any part, machine, or manufacture, or composition of matter is patentable. The invention must be *new*. In

England, a manufacture newly brought into the kingdom, from beyond sea, though not new there, is allowed by the statute of James; because that statute allows a patent for any new manufacture within this realm. In England, the publisher of an invention is entitled to a patent, whether he be the inventor or not. The subject of a patent must be vendible, in contradistinction to anything that is learned by practice. The invention must be *material* and *useful*; thus the substitution of one material for another is insufficient to support a patent; as of brass hoops to a barrel instead of wooden ones. So there cannot be a patent for making in one piece what before was made in two. But if one elementary thing be substituted for another, as if that be done by a tube which was before done by a ring, a patent for the improvement would be good. It must not be hurtful to trade, nor generally inconvenient, nor mischievous, nor immoral. A combination of old materials, by which a new effect is produced, may be the subject of a patent. The effect may consist either in the production of a new article, or in making an old one in a better manner, in a shorter time, or at a cheaper rate. So a chemical discovery, when it gives to the community some new, vendible, and beneficial substance, or compound article, is a subject of a patent, as medicines, &c. But a patent for a mere curiosity is void. If the manufacture in its new state merely answers as well as before, the alteration is not the subject of a patent: nor is a mere philosophical abstract principle, nor the application or practice of a principle, the subject of a patent. The inventor may lose his right to a patent by using, or allowing others to use his invention publicly. In England and the United States of America, patents are granted for a term not exceeding fourteen years. The time in England may be prolonged by a private act, and in the United States of America, by act of congress. In France, by the law already mentioned, patents are given for five, ten, or fifteen years, at the option of the inventor; but this last term is never to be prolonged without a particular decree of the legislature. The invention for which a patent is granted must be accurately ascertained and particularly described. The disclosure of the secret is the price of the monopoly. The specification must be such that mechanics may be able to make the machine by following the directions of the specification, without any new inventions of their own. The patent and specification are linked together by the title given to the invention in the patent, and the description of it in the specification. It must point out what parts are new and what old. It must not cover too much: if it does so, it is not effectual, even to the extent to which the

patentee would be otherwise entitled; as, if there be a patent for a machine and for an improvement upon it, which cannot be sustained for the machine, although the improvement is new and useful, yet the grant altogether is invalid, on account of its attempting to cover too much. The subject must be given to the public in the most improved state known to the inventor. The specification must not contain a description of more than the improvement or addition. If there be several things specified that may be produced, and one of them is not new, the whole patent is void. If the patentee makes the article of cheaper materials than those which he has enumerated in his specification, although the latter answer equally as well, the patent is void. In England, a patent is void unless it is enrolled. The time allowed for the enrolment is now generally confined to one month. Enrolment cannot be dispensed with, though it be to keep the specification secret. The remedies for infringement in England, are by an action at law for the damages, or by proceedings in equity for an injunction and account. The remedy sought in equity is for instant relief, and it is often preferable to proceed in equity before a suit is commenced at law. Separate patents have to be taken out for England, Scotland and Ireland, if it be intended to secure the privilege in the three kingdoms. The expense of fees, stamps, &c. is in all cases very heavy. It may be estimated at £120 for England, £100 for Scotland, and £125 for Ireland. There are about 2000 patents in force in England at the same time, though not above one in three is at work.

PATTERNS. Specimens or samples of manufactured articles transmitted or shown by the manufacturer to the consumer, that he may make a choice of such as will suit his particular trade.

PAUNCH. A thick rope mat, fastened on certain parts of a vessel, to prevent chaffing of one part by another.

PAWL. An iron pin or hook, fastened beneath a capstan or on the side of a windlass, to prevent its turning backwards when the power is removed. The timbers supporting the pawls of a windlass are called *pawl bits*.

PAWNBROKER. A person who advances money at a certain rate of interest, upon security of goods deposited in his hands; having power to sell the goods, if the principal and interest thereon be not paid within a certain time. The act which regulates pawnbrokers is 39 and 40 Geo. III, c 99. This act defines a pawnbroker to be one who receives goods by way of pledge for the repayment of money lent thereon, and who receives more than 5 per cent. Every pawnbroker must take out a yearly license from

the excise, for which he pays £7 10s. The interest which he is entitled to receive is, if the money lent do not exceed 40s., *one half-penny* per half crown per month. If above 40s. and under £10, he is entitled only to 3d. per £ per calendar month, reckoning in all cases a part of a month as a whole month, except as follows:—If the goods are redeemed within seven days after the first month has expired, nothing is to be paid for such seven days; if redeemed within the first fourteen days of the termination of the second month, interest for that fourteen days, in addition to the two months expired only is to be charged. The pawnbroker is bound to give, and the pledger bound to take a duplicate for every article or lot of articles pawned, which shall agree with entries, made in his books of the same, he being bound to enter a description of the pledge, money lent thereon, day of the month and year, and name, residence, &c. of the person pawning. He is allowed to charge for duplicates, except upon pledges which are less than 5s. value, at the following rate:

If 5s. and under 10s.	½d.
10s. 20s.	1d.
20s. 5l.	2d.
5l. and upwards	4d.

The duplicate to be produced to the pawnbroker before he is compelled to re-deliver the pledge, except when goods are unlawfully pawned, in which case the pawnbroker is bound to restore them; also if a duplicate be lost, the pawnbroker must deliver another upon affidavit before a magistrate, that such is the case. Goods pawned, are deemed forfeited at the end of a year, but on notice previous to the expiration of the twelvemonth from the owner, three months further are to be allowed for redemption. All forfeited pledges upon which 10s. or more shall have been lent, must be sold by public auction, and not otherwise, notice of such sale being twice given at least three days before the auction in some public newspaper. All accounts of such sale of pledges exceeding 10s. in value, to be entered by pawnbrokers in a book, and the surplus to be paid to the owner thereof, if demanded within three years of the time of sale. Pawnbrokers are not to purchase goods while in their custody, nor to take in pledges from persons under twelve years of age or intoxicated, nor except in certain hours of the day, that is from eight to eight o'clock from Michaelmas to Lady-day, and from seven to nine during the rest of the year, excepting only till eleven on the evenings of Saturday, and the evenings preceding fasts and thanksgiving days. Pawnbrokers losing, injuring, or selling before the proper time any pledges, are liable to make them good, and may be taken by summons before a magistrate for any infringement of the act.

PAY TO. As a naval term, implies to daub or anoint the surface of any body, in order to preserve it from the injuries of the water, weather, &c. *To pay off*, is to let a ship's head run to windward off the point to which it was previously directed. *To pay out* a cable or other rope, is to slacken it so that it will run out of the ship for some particular purpose. *To pay* a seam, is to pour melted pitch along it to defend the oakum with which it is caulked. *To pay off a ship*, is to settle up arrears of wages with the men, and to discharge the vessel from actual service when she is to be laid up in ordinary.

PAYER. The person to whom a bill is made payable.

PAYER. He who binds himself to the payment of bills, bonds, or any sum of money, either verbally or by writing.

PEAK. A name given to the upper corners of those sails which are extended by a gaff, or by a yard which crosses the mast obliquely, as the mizen yard of a ship, the main yard of a bilander, &c. The upper extremity of those yards and gaffs is also called the peak.

PEAK. To raise a yard or gaff more obliquely to the mast. The term peak is used in various senses, for which see the words *Anchor* and *Apeak*. The *forepeak*, is a place in the forepart of small vessels where the spare sails, &c. are kept. To this there is a scuttle or hatch on the deck.

PEAK HALYARDS. The ropes or tackles by which the outer end of a gaff is hoisted, as opposed to the throat halyards, which are applied to hoist the contrary end.

PEAR. The well-known fruit of the *Pyrus communis*, a native tree of England, so much improved by culture, that from the hard austere wild pear, we have now more than 600 varieties, many of them of most luscious taste and fragrance. When imported, pears pay a duty of 6d. per bushel, or 3d. per bushel, according to the place whence brought. Dried pears of 2s. per bushel. Very few are imported. Pear tree wood, which may be obtained from 7 to 14 inches diameter, is of a light brown color. It is much used by the Tunbridge ware manufacturer, and esteemed for carving, as it cuts with nearly equal facility in all directions of the grain. It is now much used for the engraved blocks for calico printers, paper stainers, pastry cooks, and for the larger and coarser wood cuts. It does not however stand well unless it is exceedingly well seasoned.

PEARLASH. The subcarbonate of potass, or common potass purified by calcination, solution and evaporation. In its semipure state it is ordinarily called in commerce grey-salts; in its more refined and white condition alone it is truly pearlash. Pearlashes are chiefly prepared in Hungary, Russia, Poland and North America.—See *Potass*.

PEARL BARLEY. Common barley freed of its husk by a mill. It is also called *hulled* and *peeled* barley.

PEARLS. (*Perler* Da. *Paarlen* Du. *Perles* Fr. *Perlen* Ger. *Perli* Ital. *Perolas* Por. *Perlas* Sp. *Shemtschug* Russ. *Looloo* Arab.) Hard, white, shining bodies, usually roundish, found in a large species of oyster, common in the Indian seas, also occasionally found adhering to the shells of other species of oyster, and supposed to arise from a disease of the fish, similar to that which produces the stone in the human subject. The shell of these fish is called *mother of pearl*, and is manufactured into various articles. Pearls are generally divided into oriental and occidental, more from their qualities than their place of produce; the oriental being reckoned the best. The principal oriental pearl fisheries are in the Persian Gulf and on the coast of Arabia, near the islands of Ceylon, China, Sumatra, Borneo, and on some of the coasts of Japan. The most remarkable American pearl fisheries are in the Gulf of Mexico, along the coast of New Spain, off St. Margarite or the Pearl Island, off the Columbian Coast, the coast of Guyana, &c. In Europe pearls are found occasionally on the coast of Scotland and Wales, Livonia, Courland, Bavaria, certain lakes near Augsburg, and in various other places. Pearls should be chosen round, of a bright lustre, free from stains, foulness and roughness. Pearls are weighed by troy weight; they are imported free of duty.



The Pearl Oyster.—*Meleagrina Margaritifera*.

PEASE. (*Ärter* Da. *Erwten* Du. *Pois* Fr. *Erbsen* Ger. *Piselli* Ital. *Guisantes* Sp.) The produce of a leguminous plant, of which two kinds are cultivated in England: the field or grey pea, *Pisum arvense*, used chiefly as animal food; and the garden pea, *Pisum sativum*, of which there are very many varieties, and which is cultivated so extensively as a vegetable, to be used not only in its green state but also after it is ripe and shelled, in which condition it is known as *split pea*. Dried peas are highly nutritious. The duty upon importation is the same as that upon beans.—See *Beans*.

PEAT. A mass of half-decayed vegetable matter, found in boggy lands in many parts of the world, especially in Ireland, in certain districts of which it forms the chief

fuel of the inhabitants. It is formed from the remains of water mosses which grow in the wet pools where the peat beds are now situated. It is supposed that peat is the same as coal in an incipient state of formation.

PEBBLE, BRAZILIAN. A beautiful species of quartz, perfectly transparent, and of so large a size that masses of 2 cwt. are not unfrequent. It is used instead of glass for spectacles and optical instruments. To adapt it to these purposes, the pebble is cut in slices by a lapidary's wheel with emery or diamond dust; it is then divided into pieces of a proper size, ground into form, and polished.

PEBBLE, SCOTCH. The Scotch pebble is also a fine species of quartz, but of a much smaller size, and generally with a brownish tinge; hence it is better adapted for brooches, and other ornamental works, than for optical uses. Being found chiefly on the Cairngorm range of mountains, Scotch pebbles are often called Cairngorms, or Cairngorm stones. The large roundish stones used for paving London road-ways are also called Scotch pebbles. They are of granite formations, yet harder than the quarried and wrought granite; but as this latter lies much closer, and forms a flatter road, it has lately been preferred.

PECETA. A Spanish silver coin, current in the Spanish West Indies, under the name of pistareen.

PECK. A British measure for dry goods, containing 2 imperial gallons; a peck of salt weighs 14 lbs.

PECUL. A weight common to China and Java: in the former country it is equal to 133½ lbs. avoirdupoise, and in the latter to 136 lbs.

PEDLAR OR HAWKER.—See *Hawker*.

PELTS. The name given to raw or undressed skins of small animals. If the inner or fleshy sides are in any manner prepared, or are imbued with alum, or other preservative substances, they are called furs.

PEN. A place inclosed by hurdles for fishing on the sea shore.

PENALTY. A specified sum of money, or a certain fixed punishment which an offender against the penal laws of a kingdom is liable to pay for the offence committed. If the money penalty or part of it be not expressly appointed by the statute to the informer, it goes to the crown. Penal statutes are to be construed strictly. A penal settlement is a place to which persons convicted of certain of the greater crimes are sent, either for life or for a series of years. Our penal settlements at present are, for offenders in this country, Botany Bay and Macquaire river, in New Holland: the largest of the Bahama Islands for convicts from our North American

possessions : and the Greater Andaman, an island in the Bay of Bengal, for offenders from India. To these may be added the military settlement of Sierra Leone, soldiers committing various acts, being generally allowed the alternative of summary punishment, or exchange into the condemned regiment in West Africa, where the climate most frequently carries them off in a few years, and often weeks.

PENDANT OR PENNANT. A long narrow banner displayed from the mast head of a ship of war, and usually terminating in two ends or points called the swallow's tail. (See *Admiral*.) It denotes that a vessel is in commission or actual service. A *broad pendant* is a kind of flag, terminating in one or two points, and used to distinguish the chief of a squadron. A *pendant* is also a short piece of rope, fixed on each side under the shrouds, upon the head of the main and fore masts, from which it depends as low as the cat-harpings, having an iron ring spliced into the lower end to receive the hooks of the main and fore tackles. *Fore and mainstay tackle pendants* are ropes fastened to the upper part of the fore and mainstay of a ship, which by the help of tackles, are employed to hoist up the boats, casks, &c. There are besides in a ship many other pendants of the latter kind, which are generally single or double ropes, to the lower extremity of which is attached a block or tackle ; such are the fish pendants, the yard tackle pendants, the reef tackle pendants, the boat davit pendants, &c. *Rudder pendants*, are strong ropes spliced in the ring of the rudder chain, to prevent the loss of the rudder, if by any accident it should become unshipped, or disentangled from the braces.

PENINSULA. A portion of land almost surrounded by water, being joined to other lands only by a narrow neck or isthmus.

PENNY. The twelfth part of a shilling. The penny was originally a silver coin, weighing the 240th part of a lb. It was gradually diminished till the time of Elizabeth, when its value was reduced to the 62nd part of an ounce, at which it still remains. The very small size of a silver money of that value rendered it advisable to adopt a copper coin as the representative of the more ancient silver penny.

PENNYWEIGHT. A weight equal to 24 grains, or the 20th part of an ounce troy. It is so called because such was the weight of a silver penny in the reign of Edward I, when the pennyweight was first adopted.

PENS. Well-known instruments for writing, manufactured either from the quills of birds, particularly of the goose, or else from steel and other metallic substances. The quills are plucked from the wing of the living animal two or three times in the year ; four feathers

being taken from each wing every time. These are called firsts, seconds, thirds, and fourths or pinions. Before quills are clean and ready for use they are *Dutched*, that is, placed for a moment in the fire, or in a red hot tube or sand, and then squeezed under a blunt knife, upon a heated plate. Notwithstanding the enormous quantity of quills and pinions produced in the fenny districts of Lincolnshire, no less than 18,000,000 of foreign quills, chiefly from Hamburg, were entered for home consumption in 1841, at a duty of 2s. 6d. per 1000. The duty is now reduced to 6d. per 1000 from foreign countries, 3d. from British possessions. Swan quills are subject to a duty of 3s. or 1s. 6d. per 1000. Ready-made pens are at 15 per cent. duty, but none are imported. Steel pens have been much used of late years. They are manufactured of the best metal, made of hoop iron, beaten into slips of requisite thickness. These slips being subjected to a stamping press, have the pieces of proper shape cut from them. Passing each pen into another machine, it has its slits and holes cut in it, and also is turned to the proper cylindrical shape. It only remains now to clean the pens ; this is done by placing them in a revolving cylinder, where they rub against each other, and become by the friction properly cleansed and brightened. It has been estimated that 200,000,000 pens are manufactured annually ; this quantity requires about 120 tons of steel. The English have the whole trade of the world in these articles.

PENZANCE. A seaport town of Cornwall, situated on a creek of Mount's Bay, about 10 miles N.E. of the Land's-end, with a handsome pier. The harbour is almost dry at low water, yet there are a number of ships belonging to the port, and engaged in the pilchard fishery of the neighbouring coast. This fish and the metal tin are the only exports.

PEPPER. (*Peber* Da. *Peper* Du. *Poitvre* Fr. *Pfeffer* Ger. *Pepe* Ital. *Perez* Russ. *Pimienta* Spa.) An aromatic fruit produced by various plants of the tropical regions. The *black* pepper, to which the above foreign names chiefly apply, is the produce of a climbing plant, called by botanists by a designation exactly equivalent to the common English one, *Piper nigrum*. This is cultivated in India, Siam, and the Eastern Islands. That from Malabar is reckoned the best in quality, bears fruit after about three years, and begins to decline after four or five more. The fruit is abundant over the whole plant, growing in clusters of thirty to fifty grains, which when on the tree are of a fine scarlet color. After being gathered, they are dried in the sun, and rubbed by the hands from their stalks ; they are now ready for packing. The pepper produces two crops in the year. Good

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pepper should be of pungent taste, and in firm, round grains, with few wrinkles upon the surface, and which will not easily break or crumble in the hands.



White pepper is made by steeping the best of the black pepper in water for a little while, and then gently rubbing the grains to remove their external black coat. The skin of over-ripe pepper is also of a whitish yellow cast, but is much inferior to the above.

Long pepper. This is a totally distinct species, (*Piper longum*) common in Malabar, Bengal, &c. The pod, which forms the article called long pepper, is the spike of flowers in the immature state, or before they have expanded; it being found that they lose pungency as they proceed to maturity. For other kinds of pepper, see *Bebel*, *Pimento* and *Cayenne*. All kinds of pepper pay a duty upon importation of 6d. the lb.; 2,823,720 lbs. were entered for home consumption in 1840.

PERCH. A measure of length, equal to 5½ yards. A square perch is equivalent to the 160th of an acre, or the 40th of a rood.

PERIAGUA. A large canoe, composed of the trunk of two trees.—See *Canoe*.

PERMIT. An order or written permission from an officer of customs or excise for the removal of exciseable goods from one place to another.

PERNAMBUCO WOOD.—See *Brazil Wood*.

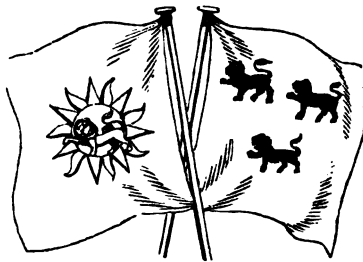
PERPETUITY. Lasting for ever. Annuities are sometimes of this kind. To find the value of an annuity in perpetuity or a perpetual annuity, multiply the sum required per annum by 100, and divide by the rate per cent. Thus the value of a perpetual annuity of £100 per annum, at 4 per cent., is £2500, or twenty-five years' purchase; at 5 per cent. it is £2000, or twenty years' purchase. The number of years purchase being always equal to 100 divided by the rate per cent.

PERRY. A fermented liquor made from pears. (See *Cider*, the process of manufacture, excise regulations, &c. being the same.)

PERSIA. A kingdom of Asia, extending from 26° to 39° N. lat., and from 44° to 62° E. long. Capital Teheran, and population 9,000,000. The great staples of this kingdom are silk, wool, goat's hair, cotton and tobacco. Its external trade however is very

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limited, owing to the total absence of roads and navigable rivers, and the inferior character of its few ports. The exports are silk, cotton, tobacco, rice and grain, dried fruits, sulphur, horses, wax, and nut-galls, with gold and silver brocades. The chief trade of Persia is with Russia, Turkey, Arabia and India. The imports from Britain are extremely limited, owing to the poverty of the people; they consist of broad cloth and low-priced goods of various kinds. Shiraz wine, ottar of roses, Cashmere shawls, carpets and silk goods are sent to India in return for spices, hardware, jewellery, coffee, sugar, &c. The common money of account is the toman, an imaginary coin, value 10s. English; this is divided into eight reals or fifty piastres; fifty tomans make a purse. The coins are very uncertain in value, so that large payments are made by weight. Measures and weights vary at different places. The common cubit=25 imperial inches. The royal cubit 37½ inches. The league or parasang=3½ imperial miles nearly. Distances are commonly reckoned by the auge or fursoch, or space walked over by a horse in an hour, reckoned at about 4½ miles. Great journeys, by the day's journey of a caravan or 30 miles. The Artaba corn measure=1·939 imperial bushels. The ordinary commercial weight is the batman, which varies much at different places, that of Tabriz=6·34 lbs. avoird.; of Shiraz double that quantity. Gold and silver are weighed by the derham of 150 grains troy; pearls by the abas of 2½ troy grains. The standard of Persia is three lions sable upon a white field. The flag of the Persian merchant is also white, with a lion emerging from the sun, as seen annexed:—



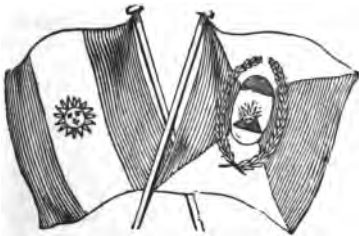
PERSIAN. The thinnest of silk fabrics, made for lining articles of female dress, &c.

PERSONAL PROPERTY. Every kind of property not legally appertaining to land.

PERU. A mountainous, and for the most part a sterile country, which extends along nearly 1700 miles of the western coast of South America. The capital is Lima; the government republican; the population 2,000,000, and the extent in square miles nearly half a million. Manufactures are

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almost unknown, and agriculture is in the rudest state; the inhabitants raising just enough corn and cattle for their own consumption, and depending for supplies of manufactured articles from abroad, in exchange for the gold, silver, and quicksilver with which the mountains of the upper country abound; and the drugs, gums, vanilla, &c., yielded by the forests. The external commerce is extensive, as the vessels of the Peruvians convey also the produce of Bolivia. The great bulk of the articles exported are sent to Britain; the rest to the United States, or to France. The imports consist chiefly of British manufactures, particularly cottons, woollens, linen, and hardware. The chief port is Callao. The integer of account is the dollar of 8 reals, usually estimated at 4s. value. The measures and weights are those of Spain. The flag to the left is that of Old Peru—that to the right the flag of the modern republic.



PERUVIAN BARK, CINCHONA BARK OR JESUIT'S BARK. There are several kinds of this valuable medicine known in commerce. They are all the barks of small trees common in the forests of Peru. Bark is collected in the dry season, between September and November, and sent in bundles in the green state to the villages, that the drying of it, upon which much of its fine quality depends, may be carefully attended to; dew or rain falling upon it much deteriorating the value. The principal kinds are the yellow bark, red bark, crown bark, &c. The duty is 1s. the cwt. The quantity imported annually is very uncertain, sometimes amounting to three times more than at others. In 1840, 49,880 cwt. were entered for home consumption.

PERUVIAN-WOOD. A fine sound wood, of the rose-wood character, but harder, closer, lighter in color, and without scent. It has also a straighter distribution of its dark, red brown and black veins. The true name of the tree which produces it, and the exact part of Peru whence obtained, is not known.

PESO DURO. Spanish for hard dollar.

PET

PETER BOAT. There are two kinds of peter boats extremely common about our rivers and coasts. The first, as shown beneath, is used equally as a shore boat and a river boat, smaller in size than a bumboat, but used for the same purposes, namely, to convey goods, passengers, &c. to and from shipping.



The other is furnished with a pole mast and two sails, which are quickly unshipped when propulsion by the oar is preferable. The character of the rigging may be understood by the following representation, which shows the sails furled or taken in.



PETERSBURG. The capital of the Russian empire, and its principal northern seaport, situated in lat. 59° 56' N., and long. 30° 19' E. on the banks and islands at the mouth of the river Neva. It is a city beautifully built, but in a low, swampy situation, and surrounded by forests. Its real port may be considered to be Cronstadt, situated on an island at 20 miles distance. Petersburg has the most extensive foreign trade of any city in the north of Europe, owing to the vastness of the empire of which it is the chief emporium, and the excellent system of internal communication, by means of its rivers and canals. The principal articles of export are tallow, hemp and flax, iron, copper, grain,

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deals and masts, potass, bristles, linseed and hemp seed, furs, leather, skins, canvas, cordage, caviare, wax, isinglass, tar, &c. The principal imports are sugar, especially from the Havannah, coffee, madder, indigo, cotton

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stuffs, woollens, oils, spices, salt, wine, lead, tin, coal, &c. The merchants engaged in foreign trade are mostly British. For other particulars, see *Cronstadt, Archangel, Russia, &c.*



PETITION, in a commercial and public sense, is an application to Her Majesty, or to some public functionary or board, setting forth some difficulty under which the petitioner labors, and praying for redress or information.

PETROLEUM, A brown liquid bitumen, found in several parts of Europe, in Persia and the West Indies. It is often termed Barbadoes tar.

PETTY CHAPMAN.—See *Hawker*.

PEWTER. An alloy formerly used in making various domestic articles. The best sort consists of tin alloyed with about a twentieth or less of copper, the commoner kinds with lead, zinc, &c.; for ordinary pewter four parts of tin are allowed to one of lead. Beer measures are made of this mixture.

PEZZA. Italian for dollar. The Leghorn pezza is worth 4s.

PFENNING. A money of account at Hamburg, worth 1d. English.

PHILADELPHIA, the capital of Pennsylvania in the United States, is one of the most interesting and largest cities of the union. It occupies an oblong space, inclosed by the confluence of the rivers Delaware and Schuylkell. This is a place of great trade, especially to the inland parts of the country, the ship-

ping amounting to more than 100,000 tons, and the imports to 10,000,000 dollars or upwards. The city is built upon a regular plan, with wide straight streets, handsome buildings, and commodious quays. The annexed is a distant view of the city.

PIASTRE OR PIECE OF EIGHT. The dollar of exchange of Spain, an imaginary money, valued at 3s. 2d. It was formerly a real money, or silver coin, similar to what the hard dollar is now. The piastre is also a money of account and coin of Turkey, of very uncertain value. The piastre of 1801 being worth 1s. 6d.; that of 1818 worth 9½d., and since the struggles of late years in which Turkey has been engaged, piastres of more recent coinage are not worth more than 3d. or 4d.

PIC OR PIKE. A Turkish cloth measure, equal to ¾ of an imperial yard.

PICCAGE. Money paid at fairs to the lord of the manor, for breaking the ground, to set up booths or stalls.

PICE. A money of account, and also copper or tin coins of extremely small value, used in the East Indies.

PICTURES. The duty on importation of pictures is in proportion to their size. It is 1s. each picture, and also 1s. per square foot of their surface, or if above 200 square feet, £10 each picture.

PIECE GOODS. A general name for all calicoes, muslins, prints, &c.

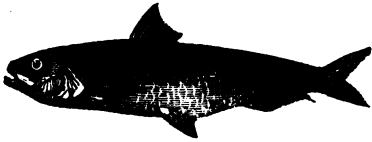
PIERAGE. Money demanded for the support of an established pier.

PIGS OF IRON, &c. Large masses of metal cast in moulds.

PILCHARD. (*Sardine* Fr. Ital. *Sardelle* Ger.) A species of herring, but with larger scales, and a thicker, rounder body. The nose is also shorter in proportion, and turns up. The dorsal fin of the pilchard is also in the centre of gravity of the fish, so that when

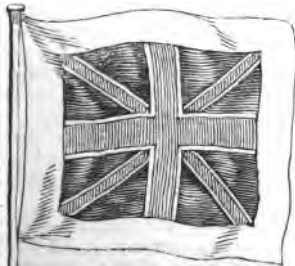


taken up by it, the body hangs level, whereas the herring dips by the head. The pilchard is in general smaller than the herring, but is fatter and fuller of oil. About the middle of August, and again in October, this fish abounds off the Cornish coast, giving employment to many thousands of fishermen, and is a source of wealth to the country, though less so than sixty or seventy years since. After being salted in heaps, they are packed in hogsheads; each hogshead containing about 2500 fish. The oil is afterwards pressed from them, forty-eight hogsheads yielding about a tun of oil. Scarcely any pilchards reach London, but about 30,000 hogsheads are annually exported to the Italian States. It is calculated that about 8000 persons, men, women and children, are engaged in the season in the pilchard fishery.



Clupeus pilchardus.—The Pilchard.

PILOT. In a general sense, implies a person properly qualified, and licensed to conduct ships on or near the sea coast, or through intricate channels, and into the roads, bays, rivers, &c. within his respective district. After a pilot is taken on board a merchant-ship, the master has no longer any command of her till she is safe in harbour, but then the master resumes his command, and is to see her bed and lying, the pilot being no longer liable, though for his own convenience he may still be on board. The same rule holds good if a pilot goes on board only to conduct a ship outwards from a port, or through some dangerous place, as for instance, the Yarmouth Roads; after passing the appointed pilot ground, the pilot is no longer responsible. Persons before acting as pilots must be examined, approved of, and admitted into the society or fellowship of the pilots of Dover, Deal and the Isle of Thanet, in



bringing ships into the Thames or Medway from either of those places, or by the Trinity Board of Deptford, for ships proceeding down the Thames outwards, under severe penalties, except vessels engaged in the coal trade or coasting trade, the masters of which are not required to engage pilots. British vessels requiring a pilot hoist the preceding flag; the distinctive character of this, as well as the pilot flag of most nations, is a white border around the national flag or ensign.

PILOT A SHIP, to, is to navigate her into or out of a port, harbour, or through any place of danger, where rocks, shoals, &c. are to be met with.

PILOT BOAT. A small swift sailing vessel, used by pilots when proceeding to the ships where their services are required. They are generally swift sailers, and of necessity seaworthy, it being requisite very often to proceed in very rough weather. Those belonging to the pilot company of the Isle of Thanet have the letter P and a figure marked upon the sails.



PIMENTO. ALLSPICE. (*Piment Da. Piment Du. Poirre de la Jamaïque Fr. Pimento Ger. Pepe garofanato Ital.*) A small, round, reddish brown berry, the produce of a species of myrtle (*Myrtus pimenta*), a small tree which grows abundantly in some parts of the West Indies, particularly on the north side of the Island of Jamaica; hence the fruit is often called Jamaica pepper. Its other more common name is derived from the flavor of the berry being of such a character as would be produced by mixing several spices together. The trees blossom in the months of July and August, and the berries are fit to gather soon after; such as are plucked in the immature state being much more fragrant and of greater delicacy of flavor than those left on the tree till they are ripe; they also dry better when exposed to the sun; hence allspice should be chosen small in size. The pimento crop is very variable in quantity, and of late years has much decreased in con-

PIN

sumption, owing to the state of the West-India Islands, and the greater cheapness of Eastern spices. The yearly importations vary from 1,000,000 to 1,500,000 lbs., about one-third of which is retained for home-consumption, the rest is re-exported to the Continent, British America, &c. The duty is 5s. the cwt.



Myrtus pimenta.—The Pimento Tree.

PINCHBECK. An alloy somewhat resembling Mosaic gold, or a fine kind of brass; its composition contains a rather greater proportion of copper than is usual with brass.

PINE. The family of trees which produces the timber and materials known as deals, pitch, tar, turpentine, spruce, Burgundy pitch, larch, pine-wood, &c.—See *these terms*.

PINK. A name given to a ship with a very narrow stern. Those used in the Mediterranean Sea differ only from the xebecs in being more lofty, and not sharp in the bottom. They are vessels of burden, have three masts, and carry latteen sails.

PINNACE. A boat belonging to a queen's ship, and usually rowed with eight oars; sometimes, however, with six only.



PIN

A pinnacle is also a small vessel navigated with oars and sails, and having generally two masts, rigged like those of a schooner.

PINS. (*Knappenaale* Da. *Spelden* Du. *Epingles* Fr. *Stecknadeln* Ger. *Spilli* Ital. *Añileres* Spa.) Small instruments of brass wire. Pins, in the trade, are distinguished by numbers; the smaller are called from No. 3 to 14, whence they go by *twos*, viz. No. 16, 18, 20, which latter is the largest size. They may be white and covered with tin, or else black and covered with a black japan varnish; the numbers of the latter run from 1 to 10. There are also pins with moveable, and others with solid heads. It is estimated that 15,000,000 of pins are made in this country *daily*. They are now manufactured almost wholly by machinery, in London, Sheffield, Warrington, and Gloucester.

PINT. A measure of capacity equal to the eighth part of a gallon, or half a quart.

PINTLES. Metal bolts fastened upon the back part of the rudder of a ship, with their points downwards, in order to rest upon and enter into the braces, fixed on the sternpost to hang the rudder.

PIPECLAY. A white tenacious clay, common near Poole in Dorsetshire, in the Island of Purbeck, &c. It is manufactured into tobacco-pipes, and is the basis of the queen's-ware pottery, &c.

PIPE. A liquid measure, chiefly used for wine and spirits, and varying much in quantity according to the kind of wine which it contains. The standard pipe is equal to 2 hogsheads, or 108 gallons, but few casks are found of this exact capacity; the term pipe, and its equivalent, butt, no less than its half, the hogshead, being now considered as specifying a particular kind of cask rather than any determinate quantity. Thus, the pipe of port is equal to 115 imperial gallons; pipe of Lisbon, 117 gallons; pipe of Cape, or Madeira, 92 gallons; pipe of Teneriffe, 100 gallons; butt of sherry, 108 gallons; hogshead of claret, 46 gallons. Purchasers are always charged the actual quantity the vessel contains.

PIRACY. An offence which consists in the commission of those acts of robbery and depredation upon the high seas, which, if committed on land, would have amounted to felony. Aiders and abettors of pirates are declared accessories, and punished as principals. Acts of trading with pirates, and acts of hostility committed by natural-born subjects, against her Majesty's subjects, under color of a foreign commission, are declared piracy. Piracy is also a word frequently used to designate infringement of copyright.—See *Copyright*.

PISTACIO NUTS. The produce of a small tree (*Pistacia vera*) common in the south of Europe, and in Syria, of which country it is

a native. They are imported from many parts of the Levant, Italy, &c., as a dessert fruit, the kernel having a sweet and agreeable nutty flavor.

PISTOLE. A gold coin common in many parts of Europe, varying in value at different places, as follows:—

	s.	d.
Berne	18	7½
Brunswick	18	8½
Geneva (<i>Old</i>)	16	4½
— (<i>New</i>)	14	1½
Milan	15	7½
Parma (1796)	16	11½
Piedmont	23	2½
Spain (1801)	15	11½
Switzerland	18	9

PITCH. The residuum which remains after boiling, and extracting the spirituous part of tar. It is used instead of paint for many out-door erections, and particularly in ship-building, to stop the various seams. It is brought in large quantities from Russia and the Baltic. It is subject, upon importation, to a duty of 6d. per cwt., Canada pitch to 1d. per cwt.

PITCHING. That motion of a ship or boat in which she dips her head and stern alternately in the water. It is a term used in opposition to rolling, which is a lateral motion, the starboard and larboard being alternately immersed in water.

PIT COAL.—See *Coal*.

PIX, TRIAL OF THE.—See *Assay*.

PLAINTIFF. He that commences a suit at law against another, who is called the defendant.

PLAISE. A flat fish of the flounder family, (*Platessa vulgaris*.) found in abundance at the mouth of most of our creeks and rivers, as well as generally on the coast. It is in considerable demand by the lower orders as an article of food.

PLANE-SAILING. That which is performed by means of a plane chart, in which case the meridians are considered as parallel lines; the parallels of latitude are at right angles to the meridians; the length of the degrees on the meridians, equator and parallels of latitude are every where equal, and the degrees of longitude are reckoned on the parallels of latitude as well as upon the equator. In plane-sailing, the principal terms and circumstances made use of are—*course, distance, departure, and difference of latitude*. If the ship sail due north or south, she sails on a meridian, makes no departure, and her distance and difference of latitude are the same; but where the ship sails either due east or west, she runs on a parallel of latitude, makes no difference of latitude, and her departure and distance are the same.

PLANE-CHART. A sea-chart having the meridians and parallels represented by pa-

rallel straight lines, and consequently having the degrees of longitude the same in every part.

PLANE-SCALE. A thin ruler upon which are graduated the lines of chords, sines, tangents, and secants, and which is used to calculate by inspection the various problems of trigonometry, &c., particularly such as are used in navigation.

PLANKS. Strong boards from 1 to 4 inches thick, cut from various kinds of wood, especially oak, pine and fir. They are imported in large quantities from the northern parts of Europe and America. (See *Deal*.) To *plank a ship*, is to cover and line the sides with planks, and which is called, in some ship-yards, *laying on the skin*.

PLANTAIN. A luscious fruit, obtained from the *Musa paradisiaca*. The stem rises to the height of 15 or 20 feet. The leaves are in a cluster at the top, each nearly 6 feet in length and 2 in breadth. The fruit is about an inch in diameter, 8 or 9 inches long, and bent a little on one side. As it ripens it turns yellow, and when ripe is filled with a pulp of a sweet luscious taste. It is very similar to the banana in cultivation, character, appearance, and produce.—See *Banana*.

PLANTATION, is properly a large area of ground covered with some staple commodity, as a coffee plantation, a cotton plantation, &c. As the term is particularly applicable to the farms of the West Indies, these islands themselves are often called plantations, thus we speak of plantation coffee, the state of the plantation, &c.

PLAT. In ship-building, a sort of narrow mat or braided cordage, made of old ropes, and used to cover that part of the cable which works in the hawse holes to prevent friction and consequent injury.—(See *Straw-plat*.)

PLATE AND PLATED WARE. By plate is usually understood articles of domestic use, manufactured of gold and silver, while plated articles are such as are made of inferior material, covered with one or other of the more costly metals. The quantity of plate, plated articles, and jewellery sold in England is enormous; the best kinds are made and sold almost wholly in London, the inferior descriptions in Birmingham and Sheffield; yet the quantity exported is very inconsiderable, not averaging above £240,000 per annum, although that sum includes also watches, an important item in the account. To prevent fraud in the quality of the metal used for plate, it is enacted by the laws of the goldsmiths' company, that all articles of gold must be of 22 carats fine, called *fine* or standard gold, or of 18 carats called *jeweller's* gold, for watch cases, seals, &c. Silver must be of the fineness of 11 oz. 2 dwts. or *sterling* silver, or else of 11 oz. 10 dwts. or

new standard. All standard gold and silver articles are marked, if made in England, with a lion; in Scotland with a thistle; in Ireland with a figure of Hibernia; 18 carat gold is also marked with 18, and new standard silver with a figure of Britannia; and all of them with the initials of the maker's name, the assay stamp (which varies in different places,) and a letter indicating the year. Their date is to be found by beginning the year in May 1796, and reckoning twenty letters, omitting J and ending with U. The first twenty years are represented by Roman capital letters. The second commencing May 16, 1816, by small Roman characters. The third commencing May 16, 1836, by old English capitals. Those articles which pay duty are also stamped with the queen's head. Gold and silver lace is not considered plate. The heavy duty of 17s. per ounce on gold, and 1s. 6d. per ounce on silver, is levied upon the heavier articles of plate; the whole duty is remitted upon exportation of the same, provided a bond be given that such shall not be re-imported. The consumption of plated articles is estimated at £1,250,000 per year.

PLATINUM. A hard, ductile metal, of a whitish color, so malleable that it may be beaten into leaves, or drawn out to a very fine wire. It is difficult of fusion, but possesses the property of welding. It is scarcely acted upon by any chemical substance, or by fire, air or damp; hence it is valuable in many chemical operations, for the formation of crucibles and retorts, mirrors of reflecting telescopes, binding articles for soldering, &c. It is imported from Brazil, Peru and other places in South America, from Spain, the Uralian Mountains, &c. in the state of a heavy black coarse powder.

PLUNDER. An engagement; also an article pawned.—See *Pawnbroker*.

PLUM. The fruit of the *Prunus domestica*, a tree common in the greater part of the temperate regions. There are 300 varieties in ordinary cultivation. Plums are not merely of extensive growth in our orchards, but of late years large quantities have been imported from Holland, France, &c., independent of those dried plums, known under the names of prunes and prunelloes. (See *Prunes*.) The timber of the plum tree is close, strong, tough, of a whitish red color, sometimes possessing considerable beauty; hence it is used in turnery articles, as well as in Tunbridge ware goods.

PLUMBAGO.—See *Black-lead*.

PLUSH. A coarse kind of woollen velvet, with a long pile. Some plushes are wholly or partly of silk or hair.

PLYMOUTH. A borough and seaport of Devonshire, and one of the naval stations of Great Britain, situated at the influx of the Plym and the Tamur into the Channel. The harbour

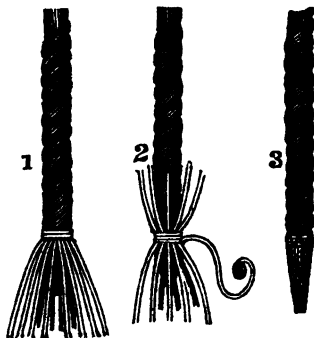
at the confluence of these rivers is capable of holding 2000 vessels in perfect security, while the roadstead, now that it is defended from the surges of the Atlantic by the celebrated breakwater, and lighted by the no less-celebrated Eddystone lighthouse, is perfectly secure. This port is divided now into nearly two equal parts, called Plymouth and Plymouth Dock, recently called Devonport, and made a distinct borough. The dock-yard is most superb. It is 2 miles long, and from 1000 to 1600 yards wide, while all the parts of the establishment are on the most extensive scale.

POCKET. In the wool and hop trade contains half a sack or 12 stone of 14 lbs. each, but is a variable quantity, the articles being sold by their actual weight.

POINT. A low arm of the shore which projects into the sea, or into a river, beyond the contiguous part of the beach.

POINT. In astronomy, a term applied to certain parts or places marked in the heavens, and distinguished by particular epithets; thus the four great points or divisions of the heavens, viz. the east, west, north and south, are called the cardinal points; and the points where the ecliptic and the equator cross, are called the equinoctial points. The highest and lowest points of the ecliptic, or rather those points where the sun has most declination, are called the solstitial points. To *point a gun*, is to direct it towards any particular object or point. *Point-blank*, in gunnery, denotes the horizontal level direction of a gun, as having its muzzle neither elevated nor depressed; and the *point-blank range*, is the distance the shot goes before it reaches the ground, when it is fired point-blank.

POINT A ROPE, TO, is to unlay the end of it as if for splicing, then weave a sort of wad about the diminished part and stop it, so as to thrust it more easily through any hole and prevent it being easily untwisted. This is performed in the following manner:—Take out as many yarns as are necessary, and make knittles, which is done by taking sepa-



rate parts of the yarns when split, and twisting them; comb the rest down with a knife like fig. 1. in the cut; make two knittles out of every yarn which is left, and lay half of them down upon the scraped part, and the other back upon the rope, as represented in fig. 2. Take a length of twine, which is generally termed the warp, and pass three turns of it very taught, jamming them with a hitch; then lay the knittles backwards and forwards as before, and pass the warp; the ends may be whipped with twine. It will then appear like fig. 3.

POINT A SAIL, TO, is to fix points through the eyelet-holes of the reef. *Point the yards up to the wind*, is the order to brace the yards sharp up when at anchor, in order that they shall not receive the impulse of the wind.

POINTING A CHART, is marking thereon, day by day, or at each time of observation, the exact spot where the ship is, as found by the latitude and longitude.

POINTS. In sail-making, are flat pieces of braided cordage, tapering from the middle towards each end, whose lengths are nearly double the circumference of the yard, and used to reef the courses and topsails of square-rigged vessels; they are fastened to the sails by passing one through every eyelet hole in the reef-bands and making two knots upon it, one on each side of the sail, to prevent its falling out.

POINTS OF THE COMPASS.—See *Compass*.

POLACRE. A ship with three masts, usually navigated in the Mediterranean Sea; each of the masts is commonly formed of one piece, so that they have neither tops nor crosstrees. These vessels are generally furnished with square sails upon the main-mast, and latteen sails upon the fore and mizen mast. Some of them, however, carry square sails upon all the masts.—See *Xebec*.

POLAR. Something in general relating to the pole of the earth, or the poles of an artificial globe; thus we say, polar circles, polar regions, &c.

POLE MAST. Any mast that is formed of a single piece or tree, in contradistinction to one composed of several pieces.

POLES, UNDER BARE. The situation of a ship at sea when all her sails are furled, as in a tempest.

POLE. A measure of length.—See *Perch*.

POLICE. A term employed to designate those regulations which have for their object to secure the maintenance of good order, cleanliness, health, &c., in cities and country districts. It is also used to designate the force by which these objects are effected. This force differs from military in its being commanded by civil officers, and not being under military law; but it is generally drilled and armed in a half military manner, and has a distinctive uniform. The metropolitan

police force amounts to about 4000 men. The police force of Ireland is called the constabulary force, and consisted in 1840 of 7650 men. It has been, since that time, increased by a temporary police of many thousands.

POLICY.—See *Insurance*.

POMEGRANATE. A medicinal and also a dessert fruit, full of seeds, inclosed in reddish pulp, and of a sweet and sub-acid taste. Pomegranates grow in Spain, Portugal, Italy, France, and many other countries. The tree which yield them flowers in June, and the fruit is ripe in September. Of the kernels are made conserves and syrups. The fruit is eaten in this country chiefly by the Jews, who use it at their autumn religious festivals, particularly at the Feast of the Tabernacle. The duty is 5s. per 1000. About 12,000 is the whole consumption annually in this country.



Pomegranate.

POMELION. A name given by seamen to the round knob at the end of a cannon.

PONTEE. The name of the hollow iron rod used by glass-blowers to take the melted glass out of the furnace.

PONTYPOOL WARE. A species of japanned ware, beautifully variegated with gold and crimson and black colors, chiefly manufactured at Pontypool, in Monmouthshire.

POOD. A Russian weight equal to 36 lbs. English.

POOLE. A borough and sea-port of Dorsetshire. It lies on a peninsula, projecting into a spacious bay, which has many creeks and contains several ialets. It employs a number of ships in the Newfoundland fishery, which carry out provisions and necessities, and return freighted with cod, oil, seal skins, furs, &c. The fish finds a ready market in Spain, Portugal, and Italy. The harbour is good anchorage, and there is at spring tides sufficient water for vessels drawing 16 feet to come up to the quay.

POOP. The highest and aftmost deck of a ship. *To poop*, is to run the bowsprit or head of one vessel into the stern or poop of another, which sometimes happens in docks and harbours.

POOPING signifies the breaking of the sea over the taffrail or on the poop. When the sea is so boisterous as to break in the stern-sashes it is called a *pooping sea*.

POOP-ROYAL. A short deck or platform placed over the aftmost part of the poop in the largest of the Spanish and French men-of-war, and serving as a cabin for their masters and pilots. This is usually called the top-gallant poop by our seamen.

POPULAR. There are several species of poplar, four of which are indigenous to this country; and a fifth, namely the Lombardy poplar, is still more common in cultivation than either of the British species, chiefly on account of the ornamental character of its tall, cone-shaped head, as represented beneath. The chief qualities of the wood of this tribe are seen by reference to the white poplar, or abele, already described. (See *Abele*.) When the wood of the poplar is used for building it is generally for temporary objects; for example, poplar sleepers are very frequently employed during the formation of rail-roads, previous to the laying down of the permanent ways. Poplar is a lasting wood only while kept dry. It does not readily take fire. The wooden polishing wheels of the glass grinder are made out of horizontal slices of the entire stem, about one inch thick, as from its softness it readily imbibes the polishing materials.



Populus pyramidalis—Lombardy Poplar.

POPPETS. Stays or supports to the ship when being launched.

POPULATION. The number of inhabitants of a country, city, &c. In this country a census or account is taken every ten years. The population returns for the two last of

these periods, with the increase per cent. since 1831, is given in the following table :—The army and navy not being reckoned, a quarter of a million may be included for these.

	1831.	1841.	Increase per cent.
England.....	13,091,005	14,995,508	14.5
Wales.....	806,182	911,321	13
Persons travelling at night, June 6th.....	}		4,896
England & Wales	13,897,187	15,911,725	14.5
Scotland.....	2,365,114	2,628,957	11.1
Islands in the British Seas. }	103,710	124,079	19.6
Total.....	16,366,011	18,664,761	14

PORCELAIN. A fine kind of pottery.

PORPHYRY. An extremely hard stone, of a red or rather purple and white color, more or less variegated, its purple being of all gradations from violet to claret color. It is found in Egypt and other places, and is used for statuary and the occasional interior decoration of splendid buildings. It is even harder than granite, and is consequently difficult and expensive to work.

PORT. A fine red wine of the Upper Douro in Portugal, and exported from Oporto chiefly to England. When new and unmixd, it is rough, strong, and slightly sweet; but after being kept some years in bottle, it loses its astringency and becomes rich and full bodied. It is the most favorite of all after-dinner wines.

PORT. In geography, is a harbour or haven on the sea coast, where ships arrive with their cargoes. The expression *the ports are open*, is an expression used in reference to an article which is admitted into the country, only when it arrives at a certain price, or under particular circumstances; for example, if wheat be not allowed to be imported till the current price here is 54s. a quarter, the ports would be closed if under that price; if above it the ports would be open accordingly, either until it again fell, or for a certain period afterwards. A *warehousing port* is one of those ports where goods are allowed to remain in the queen's warehouses, or in bond, until wanted for consumption. Warehousing ports therefore have a regular system of custom-house officers, &c. A *close port* is one within the body of a city, as the ports of Venice, Amsterdam, Rochelle, &c. A *free port* is one open and free for merchants of any nation to load and unload their vessels in, without paying any duty or customs, such are the ports of Genoa and Leghorn.

PORT, is also a name given on some occasions to the larboard or left side of the ship, as in the following instances :—The ship *heels to port*, that is, stoops or inclines to the larboard side. *Top the fore yard to port*,

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the order to sway the larboard extremity of that yard higher than the other. *Port the helm, hard a port*, the order to put the helm close to the larboard side of the ship. *Bar of a port*, a sand bank or rock lying at the mouth of a port or harbour, which prevents ships from entering except at high tide.

PORT BARS. Strong pieces of oak filled in the portsills, they are about 6 inches square, and having two mortices cut in their ends to receive the hooks that fasten into the port-shackles. The iron hooks and wedges are attached to these bars, whereby the ports are properly secured.

PORTE, THE SUBLIME. The official title of the government of the Ottoman empire.

PORTER. A liquor brewed from high-dried malt; its deep color being given to it by burnt sugar or more frequently by charred malt. Previous to 1722, three kinds of beer were in common use, called ale, beer and twopenny; a mixture of these was a favorite beverage, under the name of "three threads." A brewer in the above year made a malt liquor, combining the flavor of the three kinds previously in use, and called it "entire," or "entire butt," a name intended to intimate that it was drawn from one cask only. This being considered strengthening and becoming a favorite with laborers, &c. obtained soon the name of porter. The price 100 years ago (1743) was 3d. per pot.

PORT FIRE. In gunnery, a case filled with a slow burning composition, used to fire cannons, &c. One that is 10 or 12 inches in length, and from 3 to 5-twelfths of an inch thick will burn from twelve to fifteen minutes.

PORT HOOKS. Hooks driven through the sides of a ship, for the purpose of hooking the hinges that are fastened to the portlids.

PORTLAND STONE. A granular limestone, used for the quoins and outsides of houses, also for chimney pieces, hearth slabs, &c. It comes from the island of Portland, off the coast of Dorsetshire.

PORTLAST OR PORTOISE. Synonymous with gunwale. To *ride a portoise* is to have the lower yards and topmast struck or lowered down when at anchor in a gale of wind.

PORTLIDS. A sort of hanging doors or flaps which shut in the ports of a ship, whereby the water is prevented entering except in time of action, when the ports are necessarily opened, that the nozzle of the cannon may be exposed.

PORT RIGGLES. The name of small semi-circular pieces of wood about 2 inches thick, nailed to the ship's side over the ports, to prevent the water that may run down the side from entering therein.

PORT ROPES OR PORT TACKLES. The ropes which haul up the portlids.

PORT-SASHES. Glass frames made to fit

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the ports of the gun room, ward room, and cabin of a ship of war, to give light to those apartments. Sliding port-sashes are also used to light the cabins of steamers, &c.

PORT-SHACKLES. A sort of iron ring-bolts driven through the lower deck portlids, and clinched on their hinges, for the purpose of securing the portlids, which is done by means of wedges and hooks that hook into the rings.

PORTS OR PORT-HOLES. The openings in the side of a ship of war, opposite to which the cannons are placed. *Gun-room ports* those which are made in a ship's counter, and used for small cannon, called stern-chasers, or for passing out a small hawser or cable, either to moor head and stern, or to tow a ship. *Half-ports*, shutters made of one piece of wood hung from the top, or of two pieces, meeting in the middle, and hung the one at top and the other at bottom; in either case with a hole cut in the middle, so that the mouth of the gun remains out of the port, although the port itself is closed. Around the holes are nailed pieces of canvas, which being tied to the guns prevent the entrance of water. Half-ports are principally used upon the main deck, and particularly in ships carrying one tier of guns. The nautical expressions lower-deck ports, main-deck ports, hook on the ports, lower the ports, slope the ports, &c., declare their own meaning.

PORTAGE DUTIES.—See *Package*.

PORT GLASGOW. A sea-port of Scotland in Renfrewshire, near the mouth of the Clyde. It was founded in 1710 to serve as the port of the city of Glasgow. The harbour is good, and capable at spring tides of admitting vessels of considerable burden. There are extensive warehouses on the quay. Opposite to this port the Clyde is 2 miles broad, but is navigable only in part of the stream for ships of any great draught of water. It is 4 miles east of Greenock, and 20 miles W. by N. of Glasgow.

PORT JACKSON.—See *Sydney*.

PORT PATRICK. A sea-port of Scotland, nearly opposite to Donaghadee in Ireland, from which it is distant only 21 miles, and is the point of nearest approach between the two countries. The harbour is good, and the quay excellent. The chief trade is in importing cattle from Ireland. It is 115 miles S.W. of Edinburgh.

PORTERS AND PORTERAGE. The public London porters are divided into brotherhoods, and consist of four sorts, namely, ticket porters, fellowship porters, tackle porters, and wine porters. The ticket porters must be freemen, and must give security for their honesty and fidelity; they are so called wearing a ticket at their girdle, with their names stamped thereon, their business con-

sists in shipping and landing merchandise, exported or imported, also in warehousing goods. The employment of the fellowship porters is to land, ship off, carry, re-carry or house all goods, such as corn, salt, coals, and other commodities that are measurable by dry measure. Tackle porters are such of the ticket porters as are provided with weights, scales, &c., and their business consists in weighing goods. Wine porters are appointed to lower down into cellars all casks of wine, spirits, &c. imported. Brewers employ their own porters, so also do tradesmen and innkeepers.

PORTSMOUTH. A sea-port of Hampshire, one of the chief naval stations, and a considerable and populous borough, situated in Portsea island, at the N.W. extremity, and at the entrance of the harbour, which harbour is formed by the island of Portsea, and the opposite peninsula, having a narrow opening, but it is very capacious, secure from most winds, the bottom good, and fit in every part for anchorage. The depth of water allows the largest vessels to ride at anchor at the lowest ebb tides. To the south of the town, and between it and the Isle of Wight, is the roadstead of Spithead, which is capable of holding .1000 vessels in perfect security. This is the usual rendezvous of the British navy.



Entrance to Portsmouth Harbour.

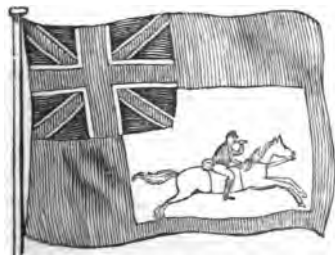
PORTUGAL. This, the most westerly country in Europe, is connected with Spain on the eastern side, and exposed to the Atlantic Ocean on the western. Manufactures are in a very low state, owing to the unsettled character of the government, and the indolence and consequent poverty of the people. The chief rural productions are, on the high grounds, wheat, oats, barley, flax and hemp. In the warmer districts, vines, maize, chestnuts, oranges, lemons, and olives; and, on the lowlands, rice. The great staple of the country is wine, particularly port wine; considerable quantities of white wines are also shipped from Portugal, particularly Lisbon, Bucellas and Calcavella. The principal

commercial relations of Portugal are with the United Kingdom. The exports to us, besides wine, are oranges, lemons, cork bark, olive oil, wool, sumach, goat skins, figs, and other fruit, and small quantities of tallow and brandy. They receive from us, in return, woven goods of various kinds, iron, hardware, butter, coals, paints, &c., besides various colonial and foreign articles. The foreign trade is mostly in the hands of the English established in Oporto and Lisbon. The Portuguese colonies are considerable. They are Madeira, Cape de Verde Islands, Angola and Mozambique in Africa, Goa in the East Indies, and Macao in China. (For other particulars, see *Lisbon* and *Oporto*.) The annexed illustration shows the national or war flag in the centre; the flag appertaining to merchant vessels on the left, No. 1; and the signal for a pilot on the right, No. 3.



POST. The establishment for the conveyance of letters, divided in London into two parts; one relative to letters to and from any distance less than 10 miles around the General Post Office, and called on account of the price formerly charged, *The Twopenny Post*, and the other for the collection and delivery of letters from or to a greater distance, called the *General Post*, to which may be added the *Foreign Post*. The post was first successfully established by Cromwell in 1657, and the rates of postage then fixed continued till the reign of Anne. During 1838, the post office of the United Kingdom produced a gross revenue of £2,346,278, and a net revenue, after deducting the cost of collecting, of £1,676,522. This large revenue was derived from rates of postage varying with the distance according to which letters were conveyed, but so that upon an average they amounted to about 7d. or 7½d. for each letter. At present, under the provision of the act 2 and 3 Vict. c. 52, it has been enacted, that all inland letters, without regard to the number of envelopes, or the distance conveyed, provided they be paid when posted or dispatched, shall, if not exceeding ½ an oz. weight, be charged 1d.; 1 oz. 2d.; 2 oz. 4d.; 3 oz. 6d., and so on—2d. being added for every additional ounce, or part of an ounce, up to 16 oz., beyond which no packet, whether subject to postage or not, is received, except parliamentary

petitions, not exceeding 32 ounces, and parliamentary proceedings, addresses to Her Majesty, deeds sent open at the sides, foreign letters and packets, to and from public departments, and to and from public officers, who formerly franked by virtue of their offices, and, lastly, banker's parcels, dispatched from London. All others above 16 oz. are immediately forwarded to the dead letter office. All letters, &c. not prepaid are charged double. The postage of letters may be paid in money, by stamped paper, or by adhesive stamps, furnished by the government, and which *all postmasters* are bound to keep and *sell* at the price of the stamp only for those which are adhesive, or with $\frac{1}{4}$ d. in addition, if covers. Envelopes are not subject to this regulation as to price, nor is a postmaster bound to keep them. London general post letters can be posted at the receiving houses till 5 P.M., and at the general post offices from 6 until 7, by paying 1d. additional, and until $\frac{1}{4}$ -past 7 upon a fee of 6d. with each. Foreign post days, except for India letters, *vid* Marseilles, are on Tuesdays and Fridays, when they are received at the branch offices till 10 o'clock, and at the general office till 11 o'clock, or till $\frac{1}{4}$ -past, on payment of 6d. extra. Seamen's and private's letters coming through the post office to or from distant places are 1d. each if pre-paid, or 3d. if by a private ship; or if from Sierra Leone, Goree, Gambia, Cape Coast Castle, Fernando Po, Coast of Africa, Ascension or China 3d. Letters requiring re-direction, owing to party's removal, &c., are charged with a fresh postage. Newspapers pass free of postage. Money orders may be obtained at the general post office and most of the receiving houses; payable at the place where convenient to the person who procures them; the charge is 3d. on sums not exceeding £2, or 6d. on sums not exceeding £5, which is the greatest amount for which they are granted. Directions are printed upon the orders how to obtain payment. A number of swift sailing packets are kept by the post office establishment, for the conveyance of letters to all parts of the world. They bear the following flag:—



The post office establishment is superintended by the post-master general, to whom any letters relative to subjects of complaint or inquiry should be addressed, when they will be immediately attended to. The office to which they should be directed is the general post office, St. Martin's-le-Grand, though they may be put in to any receiving-house.



General Post Office, St Martin's-le-Grand.

POST-DATE. To date a document later than the real time.

POST-ENTRY. An additional custom-house entry to cover a further quantity of goods.

POSTING. In accounts, is copying in an abbreviated form the accounts from the journal into the ledger.—See *Book-keeping*.

POST OBIT. A bond given for the purpose of securing a certain sum on the death of some specified individual.

POST PAPER. A particular size and quality of paper, intermediate between foolscap and demy. It is the most common kind of paper for letters.

POSTSCRIPT. Any paragraph added to the end of a letter.

POTASS OR POTASH. The alkaline matter obtained by steeping wood ashes in water, pouring off the liquid when clear, and boiling it down until the potash is obtained. When purified by calcination, it is termed *pearlash* or carbonate of potass. The production of potash is chiefly carried on in the woods of America and Russia, where the branches of those trees which have been cut down for timber, are either burnt at once to procure the potash, or else the tar is previously obtained from them, the residue alone being burnt afterwards. It is imported in large grey-colored masses.

POTTER'S CLAY. A denomination applied to the different kinds of clay used in the manufacture of pottery. Staffordshire and some other parts of England are very rich in clay of this description.

POTTERY AND PORCELAIN. The better kind of pottery, called in this country Staffordshire ware, is made of a mixture of potter's clay and calcined flint. Each material is carefully sifted, diffused in water, suffered to subside, and then partly dried till it becomes plastic. It is then formed by the potter's wheel into various shaped utensils,

POT

or else moulded into form; when somewhat dried, these vessels are baked in kilns, to a state of biscuit. This is afterwards glazed by being dipped into a liquid mixture of litharge, clay and ground flint, and afterwards baked a second time, when the article will be complete and fit for use. Porcelain is prepared in the same way, but with finer and more carefully-prepared materials.

POTTERY RAFT. A curious water conveyance, of ancient date, and still common in the upper parts of the Nile. It consists of a number of earthenware jars or bottles, fastened together side by side, and the mouths being stopped, they have a triangular framework of timber placed upon them, and are thus enabled to support a very considerable weight. These rafts are used now chiefly over the still shallow waters, with which Egypt is covered during the periodical overflowings of the river.



POULTRY. Different kinds of birds reared for the production of eggs, feathers, and the use of their bodies as animal food. The most common poultry are the domestic fowl, the turkey, duck and goose. The duty upon poultry imported is 5 per cent. from foreign countries; 2s. 6d. from our own possessions.

POUNCE. Powdered sandarac or else the powder of cuttle fish bone, used to prevent ink from spreading upon parchment, and upon paper where erasures have been made.

POUND. The money of account of England, equivalent to the coin called a sovereign, and therefore of the imaginary value of 20 shillings. Also a weight of many countries. Two different lbs. are used in England; the troy lb. of 5760 grains, and the avoirdupoise lb. of 7000 grains. The first is used in compounding medicines and in weighing the precious metals; the other is universal for ordinary goods.

POUNDAGE. A certain sum less than a pound sterling, taken as an equivalent for that amount.

POWER OF ATTORNEY. In law, an instrument by which a party empowers another to perform certain acts for him, either generally, or for a particular purpose, such as to accept and negotiate letters of exchange, to receive dividends, &c. An instrument by

POW

which a party authorizes his attorney to appear and plead for him is termed a warrant of attorney.

POWERS, GREAT, OF EUROPE. In the language of modern diplomacy, England, France, Austria, Russia and Prussia, are so called.

PRATIC OR PRATIQUE. A term used in the European ports of the Mediterranean, implying permission to trade and communicate with the natives of the country after having performed a limited quarantine.

PREAMBLE. In law, the beginning of an act of parliament, which serves to open the intent of the act, and the mischiefs intended to be remedied by it.

PRECEDENCY. The relative rank of persons in the etiquette of society, or literally the order in which they follow each other in a state procession. In some processions the lowest in rank going first, in others afterwards. The order of precedence in England is as follows:—

- 1..The Sovereign.
- 2..Prince of Wales.
- 3..Queen's Consort.
- 4..Queen Dowager.
- 5..Princes of the Blood.
- 6..Queen's Uncles, and afterwards Cousins
- 7..Archbishop of Canterbury.
- 8..Lord High Chancellor.
- 9..Archbishop of York.
- 10..Lord High Treasurer.
- 11..Lord President of the Council.
- 12..Lord Privy Seal.
- 13..Lord High Constable.
- 14..Earl Marshal.
- 15..Lord Steward of the Household.
- 16..Lord Chamberlain.

The last four however only take precedence of those in their own degree, that is, if Dukes they precede other Dukes; if Earls, other Earls, &c. Afterwards follow in rotation, Dukes, Marquises, Earls, Viscounts, Bishops, Barons, Speaker of the House of Commons, Knights of the Garter, Privy Councillors, Chancellor of the Exchequer, Lord Chief Justice of Queen's Bench, Vice Chancellor, Master of the Rolls, Lord Chief Justice of Common Pleas, Lord Chief Baron of the Exchequer, Knights Bannerets, Baronets, Knights Grand Crosses of the Bath, Gentlemen of the Privy Chamber, Esquires by creation, ditto by office, Gentlemen entitled to bear arms.

PRECEDENTS. In law, defined authorities to be followed in courts of justice. A form of an instrument, or a pleading from which others, corresponding in circumstances may be copied, is also called a precedent.

PRECEPT. In law, a command in writing sent by a justice for bringing a person, record, or other matter before him.

PRECIOUS STONES.—See *Gems*.

PREEMPTION. The right of purchasing before others.

PREMIER. The name generally given to the First Lord of the Treasury, or principal Officer of State.

PREMIUM. A term of very different interpretation, sometimes signifying the whole amount paid for a thing, and at other times, only a profit or extra value. In both instances applied to documents, shares, &c., and not to goods. Thus the whole sum paid to an insurance office for the protection of the property insured is called the *premium*, and not being subject to casual fluctuation is fixed and certain from year to year. Those documents of value which fluctuate in price, such as the funds, shares of a joint-stock company, &c. have the term *premium* applied only to the surplus value they may have above the original cost; in this case *premium* is opposed to *discount*. For example, if a railway share be originally at £50, and by success of the undertaking it rises to £55, it would be said to be at £5 *premium*.

PREROGATIVE COURT. The court in which wills are proved, and administrations taken, which belong to the archbishop by his prerogative. The Prerogative Court of London is at Doctor's Commons.—See this *term*.

PRESS. The machine by which books, &c. are printed, hence metaphorically applied either to the whole literature of a country, or to that part of it more immediately connected with newspapers and other periodical publications.

PRESS OF SAIL, denotes as great an extent of sail as the then state of the weather will permit the ship to carry.

PREVENTER. An additional rope employed to support any other when the latter suffers an additional strain, particularly in a hard gale of wind. There are also on board ship preventer-braces, preventer bolts, preventer plates, preventer shrouds, preventer stays, &c., which are adopted for the above purpose of taking off strain from the ordinary stays, shrouds, &c.

PRICE. In commerce, means the value or exchangeable worth, or any commodity or product estimated or rated in money, or simply the quantity of money for which it will exchange. The *price current* is the price of a commodity at any given time; also, a periodical paper, giving a list of prices for various commodities at the period of publication is designated by the same title.

PRICK A SAIL. To strengthen a sail by sewing a strip of canvas along the seams of it, or else to sew a middle seam or range of stitches, when the cloths of a sail are liable to break from each other at the selvage.

PRIMAGE. An allowance paid by the shipper or consignee of goods to the mariners

and masters of a merchant vessel for loading the same.

PRINCE EDWARD'S ISLAND OR ST. JOHN'S. A province of British America, situated in the south of the gulf of St. Lawrence; area 2157 miles, population 43,000. This country is for the most part flat and extremely fertile, producing large quantities of timber, adapted for ship-building, which is carried on to some extent. The exports of this, almost the only exported produce, far exceed the imports of other articles; the inhabitants, who are mostly Scotch, living upon their agricultural crops. There is but little trade direct to Britain, what commercial transactions there are being carried on with New Brunswick, Nova Scotia, &c. The capital is Charlotte Town. The following is the seal of the colony:—



PRINCE OF WALES'S ISLAND. An island in the Straits of Malacca, about 2 miles from the Malay Peninsula, which forms the harbour, with good anchorage for the largest ships. It was ceded to the British East India Company in 1786, and has a regular government. It produces timber, betel and pepper, and forms an emporium for the Malay trade; almost all the country ships bound to the eastward, particularly those for China, touch here, as did also the East India Company's ships while their trading power continued. English vessels, both those belonging to the mother country and the east, take from this port vast quantities of tin, canes, rattans, sago, pepper, &c. for the Chinese market, as also to serve for dunnage to their teas to Europe, and thus in this small island centres all the trade of Malacca and the adjacent islands. The monies used are the Spanish dollar, which is divided into 10 copangs, and each of these into 10 pice, the latter being a tin coin nearly as large as our penny-piece. The weights and measures are the same as those of England.

PRINCIPAL. The name by which the head of a Scottish university is known; also used often to indicate the master of a concern or the partners of a firm, in contradistinction to his clerks, &c. In money affairs it indicates capital, particularly that upon which interest is to be received.—See *Interest*.

PRINTED GOODS OR PRINTS. A term applicable to every description of material, upon which a design is worked by a press, but it is usually restricted to cotton and silk goods, upon which designs are figured by means of calico printing, such as chintzes, muslins, cotton goods, &c. Among literary works, pictures produced by a printer's press, whether copper-plate, wood cuts, or lithographic works, are usually designated by the term print.—See *Proof*.

PRIVATEERS. Vessels of war, armed and equipped by particular merchants, and furnished with commissions from the state, to cruise against and annoy the enemy, by taking, sinking, or burning their shipping.

PRIVY COUNCIL.—See *Council*.

PRIZE. A vessel taken at sea from the enemies of a state by a ship of war, privateer, or armed merchantman, having a commission for that purpose.

PROBATE OR PROBATION. The proof of wills and testaments of persons deceased, in the spiritual court, either by the oath of the executor or with witnesses. If there be no will, any person taking out letters of administration, will have to pay the duty specified in the table given under the word *Administration*. If there be a will, the duty is then less than in the former case, and is called *probate duty*, in contradistinction to duty on administration. It is as follows: if the estate be above the value of

	£.	s.
£ 20 and under £ 100.....	0	10
100 " 200.....	2	0
200 " 300.....	5	0
300 " 450.....	8	0
450 " 600.....	11	0
600 " 800.....	15	0
800 " 1000.....	22	0
1000 " 1500.....	30	0
1500 " 2000.....	40	0
2000 " 3000.....	50	0 & so on

PROCLAMATION. Public notice given by a king or queen to their subjects. The power of issuing proclamations is a branch of the queen's prerogative, and is vested in her alone. A proclamation has a binding force on the subject, in so far as it is grounded on and enforces the laws of the realm.

PROFIT AND LOSS. An account under this title is usually kept in the ledger of a merchant, as a debtor and creditor account of the total result of general or particular transactions. Thus the general amount of the stock, cash book, expenses, rent, &c. would form separate items, as well as the issue of every transaction. A profit and loss account made up to a certain time constitutes therefore a balance sheet at that time.

PROHIBITED GOODS. All those the exportation or importation of which is contrary to law.

PROMISSORY NOTE. A written promise to pay a certain sum of money unconditionally. He who promises, and of course who signs the document is called the *maker*, he to whom the promise is made the *payee*. Promissory notes are by the statute 3 and 4 Anne, c9. placed on the same footing as bills of exchange. They are therefore equally transferable, and an indorser is responsible for the payment in the same manner upon both. There must be in a promissory note an express promise to pay a specific sum of money. A promise to pay in cash, or in bank of England notes is not sufficient, nor is an acknowledgement for a debt, such as an I.O.U. Moreover the sum must be certain; thus to promise to pay A.B. £10, together with expenses of travelling, &c. is an agreement merely and not a promissory note. Also if any condition be attached to the document it renders it illegal; thus, to promise in writing to pay A.B. a certain sum, if he perform a certain work, is not a promissory note, and cannot as such sustain an action, though it may as a contract. The usual form of a promissory note is as follows:

£100 0 0 London, January 1, 1844.

Two months after date I promise to pay
Mr. ——— or order, one hundred pounds, for
value received. A. B. C.

A document of this kind is null and void, unless properly stamped in the same manner and to the same amount as a bill of exchange; nor can it be received even as admission of a debt from the one party to the other. This stamp must be previously affixed to the paper.—See *Bill*.

PROMONTORY. A rock or high point of land projecting into the sea, the extremity of which towards the sea is called a cape or headland.

PROOF. Among spirit merchants, is a particular strength; that called hydrometer proof is such as is indicated by that particular specific gravity in the liquor, at which the instrument called the hydrometer sinks down to a certain point or mark. Spirit of this strength consists of half pure alcohol and half water. From the proof mark the hydrometer is graduated both ways to the 100°; thus a liquor if very weak would be called 10, 20, 30, &c. degrees under proof; if very strong it would be proportionably above proof; thus spirits of wine at the greatest strength attainable by the distiller is not above 64 or 65° above proof, it therefore still contains nearly a twentieth part water. Duty upon brandies, &c. is levied according to strength. When any goods are sweetened with sugar, they baffle the instrument, and their strength cannot be ascertained. Another proof of spirits is called *bead proof*. If a phial of spirits be shaken

in the hand, bubbles will form on the surface; these will break and be dispersed with rapidity proportionate to the strength. *Proof*, among printers, is the sheet as first printed, and previous to errors being corrected. Among copper-plate printers it has two meanings: firstly, a trial impression taken occasionally to show how the process of engraving proceeds; and secondly, a proof is one of the first and finest impressions of a finished plate. *Proof*, among gunmakers, is a trial of the strength of fire-arms, by loading and discharging them under certain regulations previous to sale or use.

PROOF. In bankruptcy, is a sanction given to a creditor's claim against the bankrupt. Proof of debt may be made at any of the meetings of creditors, by the debtor making affidavit before the commissioner, the court of review, a master or register, or deputy register of the bankruptcy court, or a master in chancery. In Scotland and Ireland before a magistrate, and abroad before a magistrate, or before a British minister or consul. Besides the affidavit, the commissioners, &c. are empowered to require such further proof, and to examine such other persons in relation thereof as they shall think fit.

PRO RATA. A term sometimes used by merchants for in proportion, as upon an adventure, each person will reap the profit or bear the loss, *pro rata* to his interest.

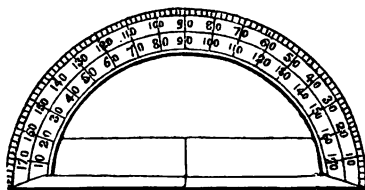
PROROGATION OF PARLIAMENT. The cessation of the meeting of parliament for a lengthened period, or from one session to another, in the same way as an adjournment is from day to day or a limited period. Prorogation determines the session, but adjournment does not. Prorogation immediately puts a final stop to all proceedings which are commenced; thus a bill may have passed both houses, but if it have not received the royal assent at the time of prorogation it must be commenced afresh; whereas after an adjournment it is proceeded with at the stage where it had previously arrived at. An adjournment may be ordered by the authority of the parliament itself, but a prorogation can be only ordered by the royal authority, either by the monarch in person, by the lord chancellor at the queen's command, or by proclamation.

PROTEST. A solemn declaration of opinion, commonly against some act, particularly a formal and solemn declaration in writing of dissent from the proceedings of a legislative body, as a protest of the lords in parliament, or a like declaration of dissent by a minority of any body against the proceedings of the majority. In commerce, a formal declaration, made by a notary public, under hand and seal, at the request of the payee, or holder of a bill of exchange, for non-acceptance or non-payment of the same, protesting against the

drawer and others concerned, for the amount, charges, damages and interest. This protest is written on a copy of the bill of exchange, and notice is given to the endorser of the same, by which he becomes liable to pay the amount of the bill, charges, &c. The name of protest is also given to a like declaration, against the drawer of a note of hand, for non-payment to a banking corporation, and of the master of a vessel against seizure. A *protest* is also an instrument drawn up in writing, and attested before a justice of the peace, or consul or vice consul in foreign parts, by the master of a merchant ship and part of the ship's crew, after the expiration of a voyage, describing the severity of the voyage, whereby the ship has suffered or may suffer in her hull, masts, rigging and cargo. It is chiefly intended to show that such damages did not happen through any neglect or misconduct of the master or his officers.

PROTOCOL. The original or first copy of any treaty, dispatch or other public document, which has reference to a foreign nation.

PROTRACTOR. A thin, brass, ivory or wooden instrument, for laying down and measuring angles on paper with accuracy and dispatch, and by which the use of the line of chords is superseded. It is of various forms; semicircular, rectangular and circular.



PROVISION. To furnish a ship with provisions.

PROVISO. A condition inserted in a deed, on which its validity depends, commencing usually with the words "provided that," as also in acts of parliament.

PROW. The beak or head of a vessel, particularly applicable to those sharp-pointed vessels which navigate the Mediterranean.

PROXY. One person voting for another. In parliamentary law, every peer spiritual or temporal can constitute another lord of parliament, of the same order with himself, his proxy to vote for him in his absence. Proxies cannot be used when the house is in committee, nor can a proxy sign a protest. By an order 2 C. 2, no peer can hold more than two proxies.

PRUNES AND PRUNELLOES. Plums in a dried state, of which large quantities are annually gathered in Provence, especially in the neighbourhood of Brignolles, whence their French name of *Prunes de Brignolles*.

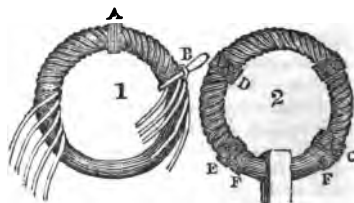
They are dried by the heat of the sun. The prunelloses are much larger, lighter in color, and finer in flavor than the ordinary prunes. These latter come chiefly from Tours. The quantity annually imported is very various; the plum crop being at all times very uncertain, and prunes being an article rather of luxury than necessity. The duty is upon prunes 7s. the cwt; upon prunelloses £1. These latter mostly come in small fancy boxes, the former in bags and boxes. Of prunes 825 tons were imported in 1840; of prunelloses and other kinds of French plums 6,586 cwt.

PRUSSIA. The smallest of the great powers of Europe, yet one which has considerable influence over the other states. The population is about 13,000,000. The commerce is various, yet would be much greater if those countries which now form Prussia formed part of one great state. The Prussian territory extends 522 miles along the shores of the Baltic, and has several ports and harbours. Its inland trade is extensive, and much promoted by the Oder, Vistula and numerous other rivers which belong to or flow through Prussia, and by the rich lands which lie along their banks. The mineral treasures of the country, which are considerable, with the exception of the precious metals, are much wrought. Amber is found almost exclusively on the Prussian shores. Agriculture is carried on to a high degree of perfection, as are also various manufactures of domestic use, particularly those of linen, thread, gloves, hardware, iron and steel, patterns and dyed wools for needlework, (see *Berlin*.) Prussia has the fine ports of Konigsburg, Dantzic, Memel, &c., yet no navy, except that of a commercial character. The following show the Prussian royal standard on the right hand, and the Prussian merchant flag on the left. The signal for a pilot is a white with a black border.



PUDDENING. The defending any part of a ship by fastening rope upon or around it. Thus the puddening of a boat's stem is a quantity of rope yarn pointed, and placed firmly on the stem of the boat as a kind of

fender. Puddening the ring of an anchor, is the act of well parcelling it with tarred canvas, and then warping it round; which is done thus; a number of lengths are cut, each three times the circumference of the ring; they are laid on the ring and stopped by a temporary seizing, as shown at A, fig. 1; they are laid by hand as far as B, when a turn or two of rattling stuff is taken round, and the heaver B being put through it, it is hove well round, which stretches all the turns of the pudding or wreath, making them lie taugt and even; a seizing is then clapped on within the heaver and snaked, and the heaver is then taken off. The parts are then laid and hoved in the same manner to C, fig. 2, where another seizing is put on, afterwards to D and E in the same manner. Finally, the ends of the puddening are opened out and well tarred; the whole then appears as in fig. 2, the temporary seizing having been taken off.



A puddening is also made for the masts and yards to prevent the latter from falling, should the ropes which ordinarily support them be shot away in action. These puddenings are large conical masses of rope fastened about the mainmast and foremast, directly between the trusses.

PUDDING STONE. A collection of rounded pebbles cemented together by a petrified kind of clay. When polished, pudding stone is used for a variety of purposes, particularly for broaches, the tops of snuff boxes, &c.

PUISNE JUDGE. The judges and barons of the king's bench, common pleas and exchequer, with the exception of the chief justices and chief baron, are so called.

PULL. In seamanship, to row with the oars, as pull away, pull the starboard oar, &c.

PULLICATES. Checked cotton handkerchiefs of various colors.

PULQUE. A spirituous liquor drank by the Mexicans, and made by them from the American aloe.—See *Agave*.

PULSE. Plants which bear pods, and which are cultivated for the sake of their pods or seeds, as peas, beans, &c.

PUMICE STONE. A volcanic ejection or formation, which is hard, rough, porous, and the best of it capable of swimming on water. It is imported from Sicily, and is used by our artificers as a polishing and smoothing material.

PUM

PUMP. An instrument for raising water, of which there are several on board a ship, and which are called by different names, not merely from their different construction, but also on account of the different purposes for which each is required.

PUNcheon. A liquid measure of capacity, equal in general to 84 gallons, but varying slightly with different liquors. The largest sized cask in which rum is imported is called a rum puncheon, whatever may be its size.

PUNT. A sort of flat-bottomed boat, whose floor resembles the platform of a floating stage. It is used by naval artificers in caulking, painting, or otherwise repairing the sides of a ship. Small punts are also used in shallow rivers and lakes for the purpose of fishing and shooting.



PUR

PURPLE OF CASSIUS. A compound of the oxides of tin and gold, used as a purple color for porcelain painting, and also for staining glass.

PURSE. In Turkey and Persia, a sum of money equal to £120 English; so called because the treasure in the seraglio is kept in leathern purses of this amount.

PURSER. An officer in the British navy, whose duty it chiefly is to keep the accounts of the ship to which he belongs. He also acts as purveyor.

PUTCHOCK. The root of a plant indigenous to Sindh, which when pounded and burnt emits a grateful odour and diffusive smoke, hence used by the Chinese as incense. It is sent in large quantities from India to China.

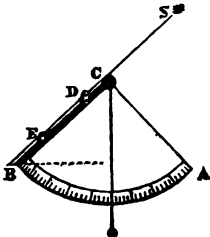
PUTTY. When tin is melted in an open vessel, its surface soon becomes covered with a grey powder, which is an oxide of the metal. If the heat be continued, the color of the powder gradually changes, and at last becomes yellow. In this state it is known by the name of putty, and employed in polishing glass and other hard substances. Putty is also a kind of paste compounded of whiting and linseed oil, worked together to the consistence of a thick dough.

PYX, TRIAL OF THE.—See *Assay*.



A letter which in the English and most other European languages is always followed by U. In commercial abbreviations, Q is put for Queen or Question. Qr. for Quarter, whether weight or measure. Qn. for Quartern. Qrs. for Quadrantes or Farthings, &c.

QUADRANT. In geometry, the fourth part of a circle, made by two radii and an arc of 90°. Quadrant is also a name common to several mathematical instruments, used for measuring altitudes and angular distances,

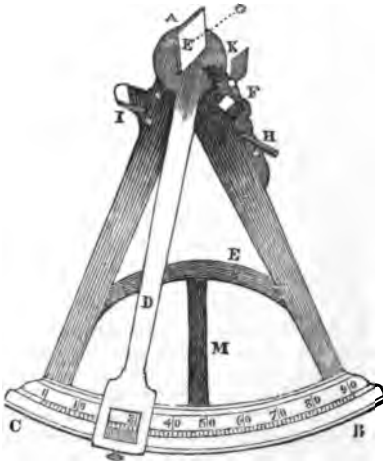


which are commonly distinguished from each other by the names of their authors, or the purposes they are intended to answer. The principle upon which the construction and use of this instrument depends may be illustrated by the annexed figure.

A B C is a quadrant, or quarter of a circle of brass, wood or other material, having the arc A B divided into degrees and minutes from A to B. On one side B C are two fixed sights D E, and at C is fixed a plumb line. The above quadrant would be extremely imperfect in practice; numberless improvements have therefore been suggested, but the quadrant of Hadley is so superior to all others, that it is now universally employed in taking celestial altitudes. It is thus figured and described:—

The instrument consists of an octant, or the eighth part of a circle A B C. An index D. The speculum E. Two horizontal glasses F G. Two screens K, and two sight vanes H and I. The octant consists of two radii A B, A C; strengthened by the braces L M, and the arc B C, which though containing only 45° is nevertheless divided into ninety primary divisions. The index D is a flat bar, moveable about the centre of the in-

strument, and that part of it which slides over the scale is perforated, and contains a vernier for registering minute divisions. The rays from the object, whose altitude is required, are received on the speculum at the top E, from thence reflected on one of the sights F or I, which are two small pieces of looking glass placed on the limbs. The screens K are of colored glass, to temper the too great light of the sun or moon when their altitude is taken; a red glass being used for the sun, and a green one for the moon.



QUARANTINE, is a period of time in which all ships going to or coming from foreign stations, where there is a possibility of the plague or other mortal infectious disease having been communicated to any of the crew, or the virus imbibed by the merchandize on board. Quarantine is long or short according to circumstances, as the nature of the bill of health, the general state of the crew during their voyage, &c.

QUARRY. A pit or hole from which marble, slate or other stone, is dug.

QUART. A fourth part of a gallon.

QUARTER. That part of a ship's side which lies near the stern, or which is comprehended between the aftmost ends of the main-chains and the sides of the stern, where it is terminated by the quarter pieces; or the quarter of a ship is generally considered to be all that part aft, from the middle of the main channel; thus on the quarter, implies any point of the compass between the keel and beam, when an observer looks from the centre of the ship towards the stern. *Quarter* also implies mercy or forbearance, as they gave and received no quarter. Quarters are besides the situations in which the crew are placed in the time of action, as "beat to

quarters," "all hands to quarters," &c. Quarter is the fourth part of any thing, among weights is more usually indicative of 28 lbs. or the quarter of a cwt. A quarter among measures is used for corn, and contains or is equal to 8 bushels, or quarter of a ton in weight. A quarter of a peck or of a pint is usually called a quatern. The quarter of a gallon a quart. The lunar month is also divisible into quarters; thus from new moon until seven days afterwards is her first quarter, thence to full moon her second quarter, the third week of her age is the third quarter, and finally the phases are renewed at the termination of another week or the fourth quarter, when new moon again occurs. A short space more than a week constituting each quarter; the lunar month being 29 days, 12 hrs., 44' 3". The four quarters of the year are called the Lady-day or spring quarter from March 25th to June 24th. The Midsummer or summer quarter from June 24th to Sept. 29th. The Michaelmas or autumn quarter from Sept. 29th to Dec. 25th; and the Christmas or winter quarter the rest of the year up to March 25th.

QUARTER OF A POINT. In navigation, is the fourth part of the distance between any two points of the compass, and is $2^{\circ} 48' 45''$.

QUARTERA. A Spanish corn measure, equal to about a fourth of an English quarter.

QUARTER BILL. A list containing the different stations to which the officers and crew are quartered in time of action, and the names of the persons appointed to those stations.

QUARTER CLOTHS. Long cloths extended on the outside and around the quarter of a ship to keep out the spray of the sea. They are used principally in small vessels.

QUARTER DECK.—See *Deck*.

QUARTER GALLERY. A small balcony on the quarter of a ship, generally communicating by doors with that on the stern.

QUARTER GUNNER. An assistant to the gunner in a ship of war.

QUARTER MASTER. Petty officers appointed by the captain of a ship to assist, and at the same time to overlook the men in their duties of stowage, time-keeping, the delivery of provisions, &c.

QUARTER MEN. These are on shore what quarter-masters are at sea. Their duty is to superintend the gangs of caulkers, shipwrights, &c. in the dock-yards.

QUARTER NETTING. A network around the quarter of a ship. In men of war these are always double, and supported by stanchions, &c. Some of the seamen's hammocks are placed between these in time of action, to ward off the shot of small arms.

QUARTER RAILS. Rails which extend from the top of the stem to the gangway to serve as a fence to the quarter-deck, to prevent the men from falling overboard.

QUARTERING, said of a ship when sailing at large, that is when she neither goes across the wind, nor before the wind, but directly between both.

QUARTERN. The fourth part of a peck or pint.

QUARTER TACKLE. A strong tackle used when a boat or other heavy body is to be drawn up or let down over the quarter of a ship.

QUARTER WIND. A wind which blows over the quarter. This is by seamen considered the best of all for filling the sails.

QUARTIER. A German wine measure, rather less than an English quart.

QUARTILLO. A Spanish liquid measure, 757 quartillos being equal to 100 gallons English.

QUARTO. A Portuguese corn measure; equal to nearly half a peck English. *Quarto* is also that particular kind of book in which each sheet of paper is twice doubled, making four leaves or eight pages.

QUASSIA. The wood of an American tree, the decoction of which is most intensely bitter. It has a place in the *materia medica* as a tonic medicine, and is said to be used by the brewers instead of hops.

QUAY. A place to land goods upon.

QUEBEC. The capital of Lower Canada, on a promontory on the N.W. side of the river St. Lawrence, 180 miles below Montreal, and nearly 350 miles from the sea. It is divided into two parts, called Upper and Lower Quebec, and is better fortified than any other town in America. The upper town is the seat of government and the residence of the military. The basin or harbour of Quebec is very beautiful, safe and spacious. It is sufficient to contain 100 sail of the line. The depth of water is 28 fathoms; the spring tides rise 23 or 24 feet, and the neap tides 17 or 18. The river St. Lawrence is 12 miles wide above the city, but is here contracted to 1 mile. The exports consist principally of timber, grain, flour, furs, and pot and pearlshes. The trade is very extensive, and is principally confined to British vessels. French and English monies, weights, &c. are both common,



and the one or the other is used according to the nature of the trade, whether with English, French or other merchants.

QUEEN'S METAL. A white alloy, resembling pewter, used for tea spoons and other similar articles. Its composition is 9 parts tin, 1 bismuth, 1 antimony and 1 lead.

QUEEN'S WARE. A particular kind of pottery.

QUERCITRON. A dye drug, being the bark of a species of oak, called *Quercus niger*. It yields its color, which is yellow, by infusion in water, and by the addition of the common mordants it yields a permanent dye.

QUERN STONES. The name given by some traders to grind-stones and the stones of hand-mills in general.

QUICKSAND. A loose sand in which any heavy body sinks down by its own weight.

QUICKWORK. In ship-building, that part of a ship's sides both within and without board, which is above the channel wales and decks. It is sometimes performed with deal, which does not require the working which oak does, hence called quick-work.

QUICKSILVER.—See *Mercury*.

QUILLS.—See *Pens*.

QUILTING. The operation of weaving a sort of coating formed of the strands of rope, about the outside of any vessel, to contain water, &c., as a jar or bottle. The term is also applied to the coating wove on those vessels. *Quilting*, is also a method of stitching pieces of stuffs together with some soft substance between, used at first as coverlids. All thick and soft warm wrappers for similar uses are called quilts.

QUINTAL. A weight of various and uncertain quantity, used in numerous kingdoms, and generally considered as equal to about 100 lbs.

QUIRE. A quantity of paper containing twenty-four sheets, or of some paper, by the usages of trade, three or four sheets less.

QUIT-RENT. In law, a small rent that is payable by the tenants of most manors, whereby the tenant goes quit and free from all other services.

QUITTANCE OR ACQUITTANCE. Discharge from an obligation.

QUOINS. Wedges of wood employed on board ship to block or separate the casks of wine, oil, spirits, &c. from each other, that their bulges may not be chafed so as to occasion a leak by the agitation of the sea. Also similar quoins are used to place under the breech of a gun that is mounted on the bed of its carriage, in order to elevate or depress it at pleasure, or point it more truly to the object to be fired at.

RAC



R THIS letter in public documents is indicative particularly of *Rex*, King, or *Regina*, Queen; also of *royal*, as R.N. Royal Navy. R.E. Royal Engineers, &c. In commercial affairs, R is put for *rare*, *road*, and *rod*, *rea*, and *Rupee*. Rx. *Ris-dollar*. On ancient coins, &c. for *Res*, Romanus, Roma, &c.

RACE. A name given to a strong rippling tide or current, as Portland race.

RACK. A contraction for *arrack*. To *rack* wine is to draw it off from one vessel into another, so as to separate it from the dregs.

RAFT. A sort of float, formed by a body of planks or pieces of timber fastened together side by side, so as to be conveyed down rivers, across harbours, &c., more commodiously than if they were separated; also used occasionally as a substitute for a boat, for example as a means of support in case of shipwreck, or for fishing, &c. The following is a raft of the latter description used by the Chinese:—



RAGS. (*Lompen* Du. *Chiffes*, *Drilles* Fr. *Lumpen* Ger. *Stracci* Ital. *Farragos* Por. *Trapos* Sp.) Tattered fragments of vegetable cloths, used in various arts, particularly that of paper making. We import yearly the vast quantity of 10,000 tons of these materials from different parts of the continent, particularly Germany and Italy. They are contained in bags of about 4 cwt. each, and are marked according to their kinds with various letters. Rags are prohibited to be exported from France, Holland, Belgium, Spain and Portugal, and even in the markets which still remain open we have strong rivals in the Americans.

RAISINS. (*Raisins* Fr. *Rosinen* Ger. *Uvi passì* Ital. *Pasas* Por. *Isum* Russ. *Pasas* Spa.) The dried grapes so well known as raisins are imported from the Levant, Turkey and Spain, and are distinguished by the places whence produced, as well as by the variety of grape and mode of preparation; thus they are called Valentias, Malagas, Muscadels, blooms, sultanas, raisins of the sun, &c. These latter are dried by the heat of the sun only; the common kinds are dried by artificial

RAK

heat, and it is found much to assist the process of desiccation, to dip the fresh plucked grapes in lime water, or a solution of potash from wood ashes, made by burning the leaves and tendrils of the vine. They are imported in boxes, drums or casks. These vary extremely in quantity. The duty is 15s. the cwt., and the quantity consumed yearly in England is about 200,000 cwt.

RAKE. A term applied to the masts of a ship when they are out of a perpendicular position; as, that ship's mainmast rakes aft.

RAKING FIRE, is cannonading a ship on the stem or head, so that the balls range the whole length of the decks, which is one of the most dangerous incidents that can occur in a naval action. This is frequently called raking fore and aft.

RAMSGATE. A fashionable watering place in the Isle of Thanet, 5 miles from Margate, and 72 east of London. It has an excellent artificial harbour, formed by immense piers, extending 800 feet into the sea, wherein more than 300 sail of vessels have been sheltered at once. The erection of the harbour tended much to increase the commerce of this port, but the trade in timber from the Baltic, formerly carried on here, has been discontinued. The coasting trade is considerable, much coal being imported, and off the coast the fishery is extensively prosecuted by large vessels from the western ports, and by some small craft belonging to Ramsgate. There are two yards for ship-building, and a depôt for naval stores. A great quantity of poultry, fruits, eggs and vegetables from France are brought into the port.



RANA. In rope making, a term used to imply 20 cords of twine wound on a reel, and every cord so parted by a knot as to be easily separated.

RANDOM SHOT. In gunnery, is a shot made when the muzzle of the gun is above the point blank range. The utmost random of any piece is about twelve times as far as the bullet will go point blank. The bullet will go farthest when the piece is elevated about 45° above the level range.

RANGE. In gunnery, the path of a bullet or cannon ball from the mouth of the gun to the place it strikes against.

RANK.—See *Precedency*.

RATAFIA. A fine spirituous liquor, prepared from kernels, &c. of several kinds of fruit, particularly cherries and apricots, with an addition of spice and brandy. It is a favorite French liqueur.

RATE OF SAILING. The speed with which a ship progresses through the water, or the distance she has run during a certain period of time. This is ascertained at sea by means of the log line and half minute glass.

RATIFICATION. The solemn act by which a competent authority gives validity to an instrument, agreement, &c. The term is ordinarily used in international law, for the sanction given by governments to treaties contracted by their representatives.

RATING OF SHIPPING. This is understood in a different sense in the royal navy and the mercantile. The rating of ships of war is accordant to their size, force, burden, &c. The British navy is distributed into six rates, exclusive of the inferior vessels that usually attend on naval armaments, as sloops of war, gun vessels, bomb ketches, steamers, fire-ships, cutters or schooners. First-rate ships carry 100 guns and upwards; second-rate have three decks and less than 100 guns; third-rate have two decks and a poop, and from 74 to 64 guns; fourth-rate have two decks and a poop, and carry 50 guns. All vessels of war under the fourth-rate are usually denominated frigates; they are divided into five and six-rate, the former carry from 33 to 44 guns upon one deck, and the latter from 20 to 28 inclusive. A rating which has been recently adopted is made according to the number of men necessary to each vessel in time of war; thus:—first-rate ships include all three-deckers; second-rate, two deckers, with 800 men or upwards; third-rate, ships having from 600 to 800 men; fourth, ships having from 400 to 600 men; fifth, ships having from 250 to 400 men; sixth, ships having under 250 men. In the mercantile navy, ships are registered not as to their size but as to their quality, and they are called first, second and third class vessels, &c., according to the qualifications registered at Lloyd's. First class vessels, called A, comprise all those which have not passed a certain age, provided they are kept in a state of complete repair and efficiency. If at the termination of that period, and which varies from four to twelve years, according to its original construction and material, the ship should upon a rigid survey be found perfectly sound and efficient, she may be continued on the first class list for such a period as the committee may think fit, not exceeding one-third the years originally granted. Ships also

restored by extensive repairs to their original soundness may be continued in this class under certain regulations, the only object of which is to set aside a superior class of vessels capable of carrying every description of cargo in every sea, and to any distance. The above are of the *first description* of first-class vessels; but there are others of a *second description*, which are marked *Æ*, or the more superior of them **Æ*; these have past the period for which they were registered for A, and which, although still good for dry goods and particular kinds of cargo, yet have not been repaired sufficiently to be continued as of the first description. Second-class ships, and which are designated by the letter E, are such as are found upon survey not to be too leaky to carry dry goods, but which are fit for such cargoes as are not injured by water; they must also be sufficiently sea-worthy to undertake voyages to all parts of the world, but if only adapted to make short voyages not out of Europe, they form a third class, distinguished by the letter I. These ships are subject to occasional inspection, and may be continued in the second class as long as their state allows. Steam ships require to be surveyed twice a year, and a title given accordingly; the figures 1 and 2 so often annexed to the letters indicating the class of merchant vessels have reference to the completeness and quality of the stores; thus A 1, denotes a first class vessel, properly furnished with every thing necessary. 1 2, would in the same manner denote a worn-out vessel, with stores deficient in quantity or quality or both. If there be a number *before* the class letter it indicates the age of the vessel, as 7 A 1, indicates a vessel seven years old, of best quality of ship and stores.

RATIO. A proportion; as for example the ratio of profits to capital is 2 per cent.

RATION. A portion of ammunition, bread, drink and forage, given out to each soldier daily. Officers have according to their rank so many rations; that is, so many times the allowance allotted to the private.

RATLINES OR RATLINGS. Small lines which traverse the shrouds of a ship horizontally, at regular distances from the deck upwards, forming a series of steps or ladders, whereby to climb up and down the masts.

RATTAN OR ROTANG.—See *Cane*.

RAZEE. A ship of war cut down to a smaller size.

REAL. A Spanish money, equal to 2½*d.*, also a money of account=4½*d.*

REAM. A quantity of paper, generally consisting of twenty quires, of twenty-four sheets each, but what is called a printer's perfect ream contains twenty-one and a half quires or 516 sheets. The reason this particular quantity was fixed upon for printers is, because they are accustomed to execute orders

for a certain number of hundreds of copies of a work, such as 250, 500, 750, 1000, &c., and the number of sheets in a common ream 480, is to them therefore an irregular quantity.

REBATE.—See *Discount*.

RECEIPT. An acquittance or discharge in writing, for a certain sum of money or other thing specified upon the face of the document. The person receiving the money must give the receipt and pay the stamp. Receipts, unless duly stamped, cannot be received in evidence, and any person giving a receipt not duly stamped, forfeits £10 if he has received under £100, or £20 if £100 or above. Any person wilfully stating a false sum in a receipt, dividing the sum into smaller portions, or otherwise evading the proper stamp, forfeits £50. A receiver refusing to give a proper stamped receipt is liable by 43 Geo. III, c 126, § 5, to a penalty of £10. A receipt is available if on a stamp greater in amount than necessary. Every writing or memorandum whatever, given as an acknowledgement of payment of any part of any debt, claim, account, &c., whether filled up by the names of the parties or not, is liable to a stamp. An acknowledgment of having received the acceptance of a bill of exchange in payment requires a receipt stamp. The form of an ordinary receipt is as follows:—It ought by rights to contain the names of the payer, the sum in full, and in figures, consideration, and name of the receiver.

Received January 1 1844 of Mr Thompson the sum of ten pounds fifteen shillings and sixpence for goods as per account delivered.

£10 15. 6.

G. Wilson.

If it is given for rent or taxes, it should contain the locality and nature of the premises, and the time when due, thus:—

Received January 1 1844 of Mr T Hill of 18 High Street Poplar the sum of twenty pounds being the amount of rent due upon his dwelling-house situated as aforesaid to Christmas last,

£20.

A. Todd.

Receipt stamps are subject to the following duty:—

		s.	d.
If £5 and under £10	.....	0	3
10	" 20	0	6
20	" 50	1	0
50	" 100	1	6
100	" 200	2	6
200	" 300	4	0
300	" 500	5	0
1500	" 000	7	6
1000 and upwards	.....	10	0
For any sum expressed "in full of all demands"	.....	10	0

RECHANGE. Among seamen, is a name sometimes applied to those masts, sails, cordage, &c., as are kept in store to replace those that may be lost, worn out, &c.

RECKONING. In navigation, the estimated place of a ship, calculated from the rate as determined from the log, and the course as determined from the compass, the place from which the vessel started being known. *Dead reckoning*, is that reckoning in which due allowance is made for drift, currents, &c.

RECOGNIZANCE. In law, is an obligation which a man enters into before some court of record, or magistrate duly authorized, with particular conditions; as to appear at the assizes or quarter sessions, to keep the peace, &c.

RECOIL OR REBOUND. The starting backwards of a fire-arm after explosion.

RECORDER. The chief judicial officer of a borough or city, exercising within it in criminal matters the jurisdiction of a court of record, whence his title.

RECTIFIER. A person who purifies and makes up into gin, cordials, and other saleable articles the crude spirit made by the distiller. His art is a continuation of that of the distiller, with the additional processes of flavoring, sweetening, and fining the spirit he purifies, and thus rendering the whole pure and palatable. The business of rectifier is under the surveillance of the excise. The annual licence is £10. Every rectifier must make entry of his premises and utensils, which are open to the inspection of the officers, and no person is deemed a rectifier, unless he has a still of at least 120 gallons contents, exclusive of the head. The business of a rectifier cannot be carried on within a quarter of a mile of a distillery, nor upon the same premises, nor communicating with those of a brewer, sweets, vinegar, cider or perry maker, or sugar refiner, or dealer in or retailer of spirits. A rectifier is not to have on his premises any wash, or other fermented liquor, capable of being made into spirits, and not to use any still on a Sunday. He is required to have proper fastenings to his stills, and the necessary means for enabling the officer to take samples. A rectifier must charge his still to no less than $\frac{1}{7}$ of its contents, including the head, and work off the same within sixteen hours, giving twelve hours' notice to the officer, who is to attend and lock down the still. On receiving spirits into stock, notice is to be given, and the permit delivered to the officer, and bulk is not to be broken till the officer has taken account thereof, or within two hours after giving such notice. Rectifiers are not to send out any spirits without a permit, nor less than two gallons at a time; nor except foreign spirits and spirits of wine at a greater strength than 17 per cent. over-proof. Upon casks of

sweetened spirits the rectifier is required to mark the true quantity and strength; and if on balancing the stock account, any undue increase appears, it is forfeited, and a penalty is incurred; and if a decrease beyond the quantities sent out by permit, and exceeding 5 per cent., a penalty is also incurred, which however in practice is not sued for, unless such decrease shall be greater than four gallons in any one kind of spirits over the quantity permitted since the stock was last taken. The stock of a rectifier is to be taken account of, at least, once in forty-two days. (*Bate-man's Excise Laws*).—See *Spirit, Distiller, &c.*

REDDLE. A soft red ochre.

RED LEAD. An orange powder, formed by uniting metallic lead to a certain portion of oxygen.—See *Minium*.

RED OCHRE.—See *Ochre*.

REE OR REES. A small Portuguese money of account, being the thousandth part of a milree.

REEF. A certain portion of a sail comprehended between the top or bottom, and a row of eyelet holes, generally parallel thereto. The intention of the reef is to reduce the surface of a sail in proportion to the increase of the wind; for which reason there are several reefs parallel to each other in the superior sails; thus the topsails of ships are generally furnished with three reefs and sometimes four, and there are always three or four reefs parallel to the foot or bottom of those mainsails and foresails which are extended by a boom. A reef is also a chain of rocks lying near the surface of the water. Reefing is the operation of reducing a sail by taking in one or more of the reefs.

REEVING. In sea language, the putting a rope through a block. Hence to pull a rope out of a block is called unreeving.

REFEREE. One to whom any thing is referred.

REGATTA. A boat race in which only one or two boatmen should be in each boat, otherwise it is more properly called a *rowing match*; the terms are however indifferently applied.

REGIUS PROFESSORS. Those professors of an university who receive their appointments direct from the crown, or who fill those professorships first instituted by regal gift. At Oxford and Cambridge these are divinity, Hebrew, Greek, law and physic.

REGRATING. Buying and selling again commodities in the same market.

REGULUS. A metal in its solid metallic state, as opposed to an oxyde, salt or ore of that metal.

RE-EXCHANGE. The cost of a new bill of exchange when a bill has been protested, or when a bill is to be renewed, whether protested or not.

REIGNING WINDS. Those winds which prevail on any particular coast or region.

RE-INSURANCE. In commerce, a contract by which the first insurer relieves himself from the risks he has undertaken, and devolves them upon the underwriters, called re-insurers.

RELIEVING TACKLES. Temporary tackles attached to the end of the tiller in bad weather to assist the helmsman, and in case of accident happening to the tiller ropes. They are also strong tackles to the wharfs from which the ship is hove down, passed under her bottom, and attached to her opposite side, to assist in righting her afterwards, as well as to prevent her from oversetting entirely.

REMAINDER. The difference of two quantities left after the less is subtracted from the greater. A remainder, in law, is a future estate in lands, tenements, &c., limited to arise after the determination of another estate, as if land be granted to A for twenty years, and afterwards to B and his heirs for ever, B has a remainder in fee.

REMITTANCE. The sending of money from one distant place to another to liquidate any outstanding demand, or meet any forthcoming one.

RENEWAL OF A BILL, is the cancelling a bill of exchange or promissory note due, and accepting another at a given date in lieu thereof.

RENTE. An annuity in the French funds is so called; an annuitant being styled *Rentier*.

REPLEVIN. In law, a remedy granted on a distress, by which the first possessor has his goods restored, upon giving security to the sheriff that he will bring his action against the party distraining, and return the goods, if the taking of them shall be lawful. In a replevin, the person distrained becomes the plaintiff, and the person distraining is called defendant or avowant, and his justification an avowery.

REPORT. In commercial navigation, a paper delivered by the masters of all ships arriving from parts beyond seas to the custom-house, and attested upon oath, containing an account of the cargo on board, &c.

REPRISALS, LETTERS OF. In national law, the capture of property belonging to the subjects of a foreign power in satisfaction of losses sustained by a citizen of the capturing state.—See *Letters of Marque*.

REQUEST NOTES, are certain written notes or requests from persons amenable to the excise laws, to obtain a permit for removing any exciseable articles from one place to another.

REQUESTS, COURT OF. An ancient court of equity, inferior to the Court of Chancery, of which the lord privy seal was the chief judge. This court is now abolished. What

are commonly called courts of requests in London are courts for the recovery of small debts, with jurisdiction in cases of debt or damage under 40s. in amount, and extended by Geo. III. to under £5. There are now numerous courts of this description.

RESERVE. Any thing kept back to meet current contingences. Thus the reserve of an army is not engaged till circumstances require it to reinforce parts of the field already engaged and oppressed; so a reserve of money is to carry a business forwards. In both cases reserve implying a fund for temporary but important purposes.

RESIDUARY LEGATEE is he who after the particular bequests of the testator have been discharged becomes entitled to the remaining property.

RESIN. A vegetable substance which exudes from many trees, either from natural fissures or artificial wounds. Common resin or rosin is obtained by distilling the half liquid matter which exudes from various species of the pine family; oil of turpentine passes over, and resin remains behind. The resins are insoluble in water, but soluble in alcohol, inodorous, though they sometimes derive odour from an essential oil mixed with them.

RESPONDENTIA BONDS. When money is lent upon the goods, and merchandise laden on a ship, which from their nature must be sold or exchanged in the course of the voyage, then the borrower only is personally bound to answer the contract, who, therefore in this case, is said to take up money at respondentia. In this consists the difference between bottomry and respondentia; that the latter is a loan upon the goods, the former upon the ship and tackle. In the latter case for the most part recourse must be had to the borrower only; in the former the ship and tackle are liable, as well as the person of the borrower.

RETAIL. The selling of commodities in small parcels.

RETURN OF PREMIUM. In marine insurance, if a person insure a cargo, &c., the value of which is uncertain, and it should afterwards be found that he has over insured, the insurers shall return the overplus premium. The parties frequently insert clauses, stating that upon the happening of a certain event, the premium shall be returned; these clauses are binding. If goods are insured to come in certain ships, and they do not come, the premium is restored. If the ship arrive before the policy is made, and the underwriter is aware of the arrival, but the insurer is not, or if the ship or property insured was never brought within the terms of the contract, so that the insurer has never run any risk, in either case the premium is returnable; but if the risk has once commenced, there shall be no return of premium afterwards;

and where a vessel is insured for a certain length of time, and from some cause or other she is not employed, the underwriter usually allows a proportionate return of premium, although there is no legal claim on the part of the insured.

RETURNED GOODS may be re-imported into this country, though not coming from their place of growth, if they have been previously exported from hence. Foreign goods so returned are subject to duties.

REVENUE. The name given to the income of a state, derived from the customs, excise, taxation and, other sources, and appropriated to the payment of the national expenses.

REVEREND. A title of respect applied to the clergy. In England, archbishops are styled Most Reverend; Bishops, Right Reverend; Deans, Very Reverend; and the lower Clergy, Reverend. Archdeacons are styled Venerable. Letters to these three grades of ecclesiastics should be addressed as follows: If the personages written to have any real title such must be invariably added.

*To His Grace the Archbishop of Canterbury,
[or of York.]*

*My Lord Archbishop, or my Most Reverend Lord,
I remain,*

With the highest respect,

My Lord Archbishop,

*Your Grace's most devoted
obedient Servant,*

• • • •

The archbishop of Armagh is styled *His Grace the Lord Primate of Ireland*. The other Irish archbishops are similar to the English.

*To the Right Reverend the Lord Bishop of London,
My Lord Bishop,*

I have the honor to be,

My Lord Bishop,

*Your Lordship's most obedient
humble Servant,*

• • • •

Bishops who do not sit in the House of Lords are addressed as *Right Reverend Sir*, and the superscription runs thus, as the case may require:—*To the Right Reverend Bishop of Sodor and Man, Quebec, Nova Scotia, &c.* The following examples may suffice for other Clergymen, they being all styled *Reverend Sir*.

To the Reverend Mr. Pope, D.D. M.A.

W. T. Pope, D.D. M.A.

" " Very Reverend the Dean of St. Paul's.

" Venerable the Archdeacon Cambridge.

" Honorable and Reverend A. Waits, D.D.

" Reverend Sir W. Wilkins, Bart. M.A., &c.

REVERSION, in law, is defined to be the residue of an estate in lands, tenements, or hereditaments, left in the grantor to commence in possession, after the determination

of some particular estate. Thus if A leave an estate to B, B would hold it in reversion until the death of A. The meaning of reversion in the doctrine of annuities is the same. A man insures his life, not of course for his own benefit, but for that of another party, who therefore has such an annuity in reversion.

REVOCATION. The act of recalling a power legally invested. On the revocation of any use or trust, where made by a writing not being a deed or will, the stamp duty is £1 15s., and for every 1080 words above the first 1080 £1 5s.

RHENISH OR RHINLAND FOOT equal to 1·023 English, or 24 Rhenish = 25 English feet.

RHUBARB. A genus of plants mostly inhabiting the interior of Asia. The roots and leaves are remarkably large, and the flowers inconspicuous, but in large panicles, which with the finely-cut leaves render this plant extremely beautiful. The roots of all are mildly purgative, with tonic properties. The species cultivated ordinarily in our gardens, the stalks of which are so much esteemed for pastry in the early spring, (*Rheum*

rhaponticum.) is not the same species which is most esteemed in medicine. The true species, and which is ordinarily called Turkey Rhubarb, is the root of the *Rheum palmatum*, shown beneath. Winter is the proper season for taking up the roots. They are first washed and scraped, then cut in pieces, and dried in the shade, losing by this operation $\frac{1}{4}$ of its weight. Formerly rhubarb was brought from China through Tartary to Aleppo, thence to Alexandria or Constantinople; hence its name of Turkey Rhubarb. It grows wild along the frontiers of China, near the Great Wall, upon a chain of mountains which stretches from China to Thibet, and it is from these mountains that all the rhubarb of commerce is obtained. The root is brownish yellow externally, saffron yellow within, and variegated with white and reddish streaks. The value of the annual import of this article into Great Britain amounts to nearly 50,000 lbs. The duty is 3d. per lb.

RHUMB. In navigation, a vertical circle of any given place, or the intersection of such a circle with the horizon; in which last sense rhumb is the same as a point of the compass. To sail on a *rhumb* is for a ship to take such a course as to cut all the meridians of longitude at a certain angle. A *rhumb line* is a line prolonged from any point of the compass on a nautical chart, except from the four cardinal points.

RIBBANDS. In naval architecture, long narrow flexible pieces of timber nailed upon the outside of the ribs, so as to encompass the ship lengthways. They have various names, according to their position, as floor ribband, first, second, and third futtock ribband, &c.

RIBBONS. Narrow woven bands of silk, used as trimmings and strings for dresses, &c. In the trade they are usually distinguished as $\frac{1}{4}$ d., 1d., 2d., 4d., 6d., &c. up to 40d., though these terms do not imply that such is the price, but are merely indicative of a certain width, the narrowest being about the eighth of an inch, and the widest 5 inches. They may be distinguished into several sorts. As *plain satin*; *plain sarsnet*; *figured or embossed sarsnet*; *pearl sarsnet*; which is a plain ribbon with a neat edge; *fan sarsnet*, the same with a deeper edge; *lutestrings*, which are superior sarsnets; *China*, an inferior satin ribbon, used for rosettes to shoes, and when very narrow for stringing beads, markers for books, &c.; *spire satin*, a plain satin ribbon, with neat small edge; *fan satin*, the same with deeper edge; *fancy ribbons* in endless variety; *love ribbon*, a silk gauze with satin stripes; *gauze ribbons*; *Peter-shams*, also called waist ribbons or watch ribbons, and which may be had plain, figured, watered or striped; *galloons* for shoe binding, &c., those half black and half white are



called magpie galleons; *doubles* used for shoe strings, guard ribbons, &c.; and lastly *velvet* ribbons, which are both of cotton and silk. The narrower ribbons are always in whole pieces of 36 yards, the wider in half pieces of 18 yards. The best ribbons are made of Italian silk, the worst of Bengal silk, the medium quality of an admixture of the two. The chief seats of the ribbon manufacture is Lyons in France, and Coventry in England; they are also made at Macclesfield, Derby, Spitalfields, &c. The duty upon ribbons is included under the name of the material which composes them, satin, gauze, velvet, &c. It is generally an *ad valorem* duty of £30 per cent. Those embossed or figured with velvet are the same.

RIBS OF A SHIP. A figurative expression for the perpendicular timbers.

RICE. (*Ryst* Du. *Riz* Fr. *Reiss* Ger. *Miso* Ital. *Arroz* Sp. and Port.) The seed or grain

of the *Oriza sativa*, a grass common in all the warmer countries, in most of which it forms the principal farinaceous food of the inhabitants. Indeed, it has been calculated that rice forms the chief sustenance of one-third of the human race. It was indigenous to the east, whence it was introduced to the countries around the

Mediterranean and to Carolina in America. In Britain the chief supply of rice is from Carolina, the grains being larger and more delicate in flavor than the Bengal rice. The plant grows exclusively in marshy inundated tracts of country where nothing else will flourish. The stalk is from 1 to 6 feet high, and the flowers disposed in large panicles much like oats in appearance. The grains are covered with a brown skin—this being removed the white grain displays itself. One species only is known, but of this there are several varieties. The Chinese grow the rice in floating rafts in the rivers, as well as upon their banks. Two crops are obtained in the year, and the whole produce is estimated at six times that of wheat. Rice has been extolled as an article of food for the lower orders of this country, but although vast quantities are consumed by the middling ranks of people, yet the poorer classes prefer potatoes, and indeed it does not seem so well adapted to the constitution of people of northern climates as to the inhabitants of the more relaxing climates of the tropics. The American rice is mostly imported in its



cleaned state, the Indian and Java rice with the husks on, in which condition it is called *paddee* or paddy, its Indian name. Rice in the husk imported from foreign countries, is subjected to a duty of 7s. the quarter, cleaned rice 6s. per cwt. From our own possessions the duty is 1d. per quarter, and 6d. per cwt. upon each kind respectively. This duty is less than one-third that of 1841.

RIDE, when expressed of a ship is to keep her in a particular position by means of one or more cables. *To ride athwart*, is when the wind and current are in contrary directions, and so strong as to counteract each other in their effect upon a ship, so that she is rendered immovable. A ship is said to *ride easy* when there is but little strain upon her cable, and to *ride hard* when the contrary is the case. *To ride head to wind*, is when the latter is so strong, much more powerful than the tide, as to cause the ship to swing till her head is in the direction of the wind. *To ride out a storm* is when a ship has not drifted.

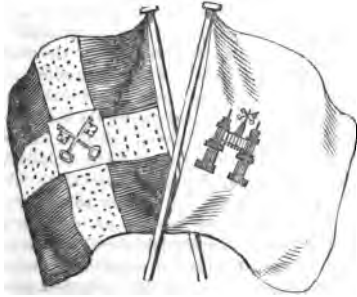
RIDERS. Assistant strengthening timbers in the hold of a ship, and fastened to the other timbers by bolts. They are seldom used in merchant ships, on account of the space they occupy; nor yet at all times in vessels of war. They extend from the keelson to the beams of the lower deck.

RIDGE. A long assemblage of rocks lying near the surface of the sea.

RIG. To fit the shrouds, braces, booms, &c., to their respective masts. *To rig is a boom* is to draw it in from a situation upon the end of a yard, bowsprit, or another boom, to extend the foot of a sail, &c. *To rig out a boom* is the contrary to this. A ship is said to be of a particular rig, according to the nature of her ropes, sails, &c.; thus schooner rig, frigate rig, &c.

RIGA. The capital of Livonia, and next to Petersburg the most commercial city in the Russian Empire. It stands on the Dwina, 15 miles from its mouth, in a gulf of the Baltic, called the Gulf of Riga. The principal exports are corn, flax, hemp, iron, leather, masts, timber, tallow, and potash. Riga is 310 miles SW. of St. Petersburg. E. long. 24°, N. lat. 56° 56'. Accounts are kept in rubles and copecks, bank notes or bank money. The exchange with this latter is always varying. Timber is sold by the fathom of 6 English feet. The commercial pound contains 6'452 troy grains, hence 100 lbs. of Riga are equal to 92'17 lbs. avoirdupois. The lispond is = 20 lbs. The loof is the measure for grain, it is equal nearly to 2 Winchester bushels, or more correctly 20 loofs = 19 Winchester bushels. The fuder is the largest liquid measure; this is divided into 6 ahms or 24 ankers, each anker = 10½ English gallons. The foot of Riga = 10'79

English inches, the ell 2 feet, the clafter or fathom 6 feet. The following are the flags belonging to this port :—



RIGGERS. Persons whose business it is to go on board to fit a ship out with standing and running rigging.

RIGGING. A general name given to all the ropes employed to support the masts, and to extend or reduce the sails, or arrange them to the direction of the wind. *Standing rigging* is that which is employed to sustain the masts, and which remain in a fixed position, as the shrouds, stays and backstays. The *running rigging* is that which is used for the purpose of arranging the sails, by passing through various blocks in different places about the masts, yards, shrouds, &c., as the braces, sheets, halyards, clew-lines, &c. The lower rigging, topmast rigging, and top gallant rigging are such ropes as appertain to the lower masts, topmasts, &c. respectively.

RIGHT A SHIP, is to restore her to an upright position, after she has been lain on a careen, &c. A ship is said to right at sea when she rises with her masts erect, after having been pressed down on one side by the effort of her sails, or a heavy squall of wind. To *right the helm* is to bring it in midships, after having put it out of that position.

RING ROPES. Short pieces of rope tied occasionally to the ring bolts in the deck, to stopper or fasten the cable more securely when the ship rides with a heavy strain.

RING TAIL. A small quadrangular sail extended on a little mast, which is occasionally erected for that purpose on the top of a ship's taffrail, the lower part being stretched out by a boom, which projects from the stern horizontally. This sail is only used in light and favorable winds. Ring tail sail is also a name given to a sort of studding sail, hoisted beyond the after edge or skirt of those mainsails, which are extended by a boom and gaff over the stem, as in all sloops, brigs and schooners. The two lower corners of this sail are stretched out to a boom called a ring tail boom.

RIO DE JANEIRO, commonly called **RIO.**

The capital of Brazil, situated in S. lat. 22° 54', and W. long. 43° 15'. This may be considered as the largest and most flourishing city of S. America. It lies on the western side of a noble bay, 70 or 80 miles in circumference, forming one of the most spacious and secure receptacles for shipping in the world. It is studded with upwards of 100 islands. The town is tolerably well built, in a great degree in the European fashion. Commerce flourishes in consequence of the vast natural resources of Brazil affording such abundance of raw materials to other countries, and its low state of manufactures requiring from abroad almost all the articles of ordinary consumption. Rio Janeiro is the centre of trade for the southern coasts, which send to it provisions for its own consumption as well as hides, cotton, sugar and coffee. The trade is mostly in the hands of the English. For other particulars, see *Brazil*.



RIPPLING. A broken interrupted noise, occasioned by the gentle washing of water over a shallow bottom, particularly on the sea shore.

RIVER. A stream or current of fresh water flowing in a bed or channel, from a source or spring into the sea, or into a lake. When it is too small to bear boats it is called a rivulet.

RIX DOLLAR. A money of account, and also a silver coin, common in many parts of the world, and much varied in value, as follows :—

	s.	d.
Austrian Rix-dollar	4	2
Baden	4	2
Bavaria	4	0
Brunswick	4	2
Denmark	4	6
Hamburg	4	7½
Hanover	4	8
Hesse Cassel ..	4	1½
Holland	4	4
Lubec	4	6½
Poland, old	4	2½
— new	2	1½
Prussia	4	2
— currency ditto	2	1½
Saxony	4	2
Saxe Gotha	2	10½
Sweden	4	6
Wirttemberg	4	2

ROAD OR ROADSTEAD. A place of anchorage at some distance from the shore on the sea coast, whither ships or vessels occasionally repair to receive intelligence, orders or necessary supplies, or to wait for a fair wind, &c.

ROADER OR ROADSTER. A vessel riding in a roadstead or bay. If a vessel under sail strike against any roadster, and damage her, the former is obliged by law to make good the damages sustained by the latter.

ROBIN.—See *Rope Band*.

ROCHELLE. A commercial city of France, on the Atlantic Ocean, 100 miles N. W. of Bordeaux. Lat. N. 46° 9', long. W. 1° 9'. The city is well built, and strongly fortified, and contains many handsome squares and fountains. The harbour is safe and commodious, but is accessible for large vessels only at high water. Glass, stone ware, and refined sugar are the principal articles manufactured, and it has a considerable commerce.

ROCK. A mass of hard stone firmly fixed in the earth. By sailors distinguished by different names; those wholly above the surface are called simply *rocks*; those exposed at low water only are called by them *half-tide rocks*; when wholly beneath the surface, they are called *sunken rocks*; and when so near the surface that the water breaks over them with a rippling or dashing, they are known as *breakers*.

ROCK OIL.—See *Petroleum*.

ROCK SALT.—See *Salt*.

ROD.—See *Pole*.

ROE, of fish, that part which contains the sperm or seed. The male fishes are usually distinguished by the name of soft roe or milt; the females of hard roe or spawn.

ROGUES' YARN. A name given to a rope-yarn which is twisted in a contrary manner to the other part of a rope, and being tarred if in a white rope, or left white in a tarred one, is easily distinguished.—See *Marking Yarn*.

ROLL, when applied to a ship, signifies reeling to and fro, which is caused by the violent agitation of the water. This motion is of great danger to the ship and cargo, especially if the centre of gravity be too low. If however she be so laden that the centre of gravity be about water mark when laden, she will roll comparatively little, so much depends upon placing the ballast and cargo.

ROLL. In manufactories, something wound and folded up in a cylindrical form. Few stuffs are made up in rolls except sarsonets, satins, gauzes and crapes, which are apt to take plaits not easily to be got out, if folded or otherwise. Ribbons, laces, galloons, some velvets, &c. are thus rolled. A *roll* of tobacco is tobacco in the leaf twisted in the mill, and wound twist over twist over a roller

or stick. A roll of parchment denotes a quantity of twelve skins.

ROOD. A quantity of land, equal to $\frac{1}{4}$ of an acre, or 40 rods.

ROPE. An assemblage of several yarns, woven into a certain number of strands, according to the nature and size of the rope to be made, which are twisted together by means of a wheel. A rope may in general be distinguished from cordage, by its being more than an inch in thickness. Ropes have different appellations, according to their various uses, as *Cable*, *Hawser*, *Bolt Rope*, *Tiller Rope*, *Guy Rope*, &c. (See these terms.) Ropes are of two makes or descriptions, distinguished as cable-laid ropes, and hawser-laid ropes. *Cable-laid* ropes are composed of nine strands; the three greatest strands containing each three strands. The *hawser-laid* ropes are made of three strands only.

ROPE BANDS, pronounced robins, are pieces of small rope or braided cordage, having an eye at one end; they are used in pairs to the upper edges of the square sails to tie them to their respective yards.

ROPE YARN. The yarn of any rope untwisted; also a single thread of a rope.

ROSETTA } **WOOD**, is a good-sized East Indian wood, imported in logs 9 to 14 inches diameter; it is handsomely veined. The general color is a lively red orange, (like the skin of the Malta orange,) with darker marks, which are sometimes nearly black; the wood is close, hard, and very beautiful when first cut, but it soon gets darker.

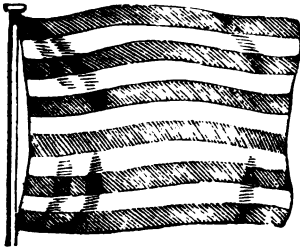
ROSE WOOD, is a term as generally applied as iron wood, and to as great a variety of plants in different countries, sometimes from the color, and sometimes from the smell of the woods. The rose wood which is imported in such large quantities from Bahia and Rio Janeiro, called also *Jacaranda*, is so named according to Prince Maximilian, as quoted by Dr. Lindley, because when fresh it has a faint but agreeable smell of roses, and is produced by a *Mimosa* in the forests of Brazil; it is the *Mimosa jacaranda*. The rose wood or candle wood of the West Indies is *Amyris balsamifera* according to Browne, and is also called sweet wood; while *Amyris montana* is called yellow candle wood or rose wood, and also yellow saunders. Other plants to which the name is also applied are *Licaria guianensis* of Aiblet; *Crythroxylum areolatum*, *Colliguaya odorifera*, *Malina*, &c. The rose wood of New South Wales is *Frichilia glandulosa*; that of the East Indies, if the same as what is there called black wood, is *Dalbergia latifolia*. The *Lignum rhodium* of the ancients, from which the oil of the same name, and having the odour of roses was prepared, has not yet been ascertained; it has been supposed to be *Genista canariensis*, and by others *Convolvulus sco-*

parius. The duty upon Brazilian and other foreign rose wood is £1 per ton. If brought from the Bay of Honduras, the Mosquito shore, or either of our possessions, 5s. per ton. Our consumption is about 10,000 tons per year.

ROSIN.—See *Resin*.

ROTOLO. An Italian and Levant weight of different capacity in different states. In Aleppo the rotolo in ordinary use is nearly equal to 5 lbs. avoirdupoise, but that for weighing silks varies from $4\frac{1}{2}$ to $4\frac{7}{8}$ lbs. In Malta the rotolo varies from $1\frac{1}{2}$ lb. to $1\frac{7}{8}$ avoirdupoise.

ROTTERDAM. A city and sea-port town of Holland, on the right bank of the Meuse, which is here above a mile in width, 20 miles from its mouth. N. lat. $51^{\circ} 55'$. E. long. $4^{\circ} 28'$; 12 miles S. E. of the Hague, and 33 southward of Amsterdam. Rotterdam is the second city in the Dutch provinces for commerce and wealth, and contains 63,093 inhabitants. The form of Rotterdam is triangular, its longest side above a mile and a half in extent, stretching along the bank of the Meuse. It is intersected even more than the other towns of Holland by canals, which divide the half of the town near the river into several isolated spots, which are connected by drawbridges. These canals are almost all bordered with trees. Rotterdam has an active transit trade, but the manufactures are not extensive. Sugar refineries and distilleries furnish the chief articles of industry. The following flag, and which is green and white, appertains to the city and its shipping:—



ROTTEN STONE. An earthy mineral, found near Bakewell in Derbyshire, in Wales and in New York. It is much used in polishing metals.

ROUGE. A species of lake, prepared from the dried flowers of the *Carthamus tinctorius* or safflower.

ROUGE, POLISHING, is a fine oxyde of iron.—See *Crocus*.

ROUGH TREE RAIL. A name given in merchant ships to any long piece of timber placed as a rail or fence above the ship's side, from the quarter deck to the forecastle.

ROUND HOUSE. In merchant ships, a

name given to the cabin or apartment built on the after part of the quarter deck; also in queen's ships an appellation given to two places of convenience built one on each side near the head of the ship.

ROUND IN, generally implies to pull upon any slack rope which passes through one or more blocks in a direction nearly horizontal, and is particularly applied to the braces, as; round in the weather main topsail brace, &c.

ROUND UP, is used nearly in the same sense as the last, only it is expressed of a tackle which hangs in a perpendicular direction, without sustaining or hoisting any weighty body, and is opposed to overhauling, by which operation the blocks are drawn farther asunder.

ROUNDING. A name given to old ropes wound firmly and closely about that part of a cable which lies in the hawse or athwart the stem, &c. It is used to prevent the cable being chafed in those places.

ROUND ROBIN. A remonstrance from the crew or officers of a ship on which their names are signed in a circle around the instrument, in order that no one shall appear the ring-leader.

ROUND TURN, is the situation of the cables of a ship, which when moored has swung the wrong way. When they have twisted themselves round each other by the force of the tide or current. (See *Hawse*.) A round turn is also passing of a rope once round a timber head, in order to hold on.

ROUSE. Among sailors, is to pull together upon a cable or other rope without the assistance of tackles, capstans or other mechanical power. It is particularly applicable in removing a ship in or out of dock, by the side of wharfs, or from one place to another at a short distance off. Among spirit dealers, &c., to *rouse*, is to stir up any liquor with violence.

Row, to. To impel a boat or vessel along the surface of the water by the force of oars, which are managed in a direction nearly horizontal. To *row dry*, is the order to the men who row not to splash water into the boat with their oars.

Row Locks, are those parts of the gunwale or upper edge of a boat's side, whereon the oar rests in the progress of rowing.

Row Ports. Small holes cut in the sides of small vessels of war, such as gun-boats, nearly parallel to the surface of the water, for the purpose of rowing them in a calm.

ROWED OFF ALL. The order for the rowers to cease, and to lay their oars in the boat.

ROWERS. Those by whom the oars of a boat are managed.

ROYAL. Something belonging to a king or queen, or other monarch, considered sometimes as belonging to the nation, but under

the peculiar privileges or prerogative of the crown, as for example, royal arsenal, royal marine, royal navy, &c. Sometimes the term shows that which is only appertaining to the crown. In some cases settled by the constitution, as the royal prerogative of choosing ministers, making war, &c., which are consequently unalterable. Others changing or partly changing with different monarchs and dynasties, as for example, the royal arms; that appertaining to the present queen is as follows:



—whereas those of our late kings had the Hanoverian arms in the centre of the shield. See also the *Royal Standard* under Britain. *Royal sails*, (see *Sails*.) A *royal*, in artillery, is a small kind of mortar, carrying a shell whose diameter is $5\frac{1}{2}$ inches.

RUBBO. A dry measure of Italy, equal to about 8 bushels English.

RUBLE OR ROUBLE. A money of account and silver coin of Russia. It differs in intrinsic value, according to the coinage, from 3s.9d. to 3s. 2 $\frac{3}{4}$ d. its present value. Bank note or paper roubles in which accounts are kept vary somewhat with the course of exchange; they are about 11d. each upon an average.

RUBY. A precious stone of a fine red color, and harder than any other mineral, except the diamond. There are three species; called the Oriental ruby, the Spinelle ruby, and the Balais ruby. That called the *Oriental ruby*, is a variety of the sapphire. It occurs of a variety of reds, passing thence into the amethyst; such as are of a cochineal red are the most esteemed, some of them being equally valuable with the diamond. The *Spinelle* is next in quality, and when perfect is of great value and beauty. Its color is a full carmine, but it is inferior to the Oriental in hardness and gravity. The *Balais* ruby is a very pale variety of the Spinelle. It varies in color from light red to yellowish red. Although it fetches a high price, yet it is inferior in value to the others. Rubies are not found in any considerable quantity except in Ava.

RUDDER. A long flat piece of timber, hung by pintles to the braces on the aftmost part of a ship's sternpost. As this is perpendicular and without the stern, another piece of timber called the tiller is fitted to it at right angles, which comes into the ship, and by which it is managed and directed. It need scarcely be said that the object of the rudder

is to guide the ship or boat to which it is attached.

RUDDER COATS, are coverings made of well tarred canvas to prevent the water from coming in at the rudder hole.

RULES OF COURT. In law, are certain orders made from time to time which attorneys are bound to observe. Both plaintiff and defendant are at their peril also bound to pay obedience to rules made in court, relative to the cause depending between them. A rule of court is also granted every day the courts at Westminster sit; to prisoners of the Queen's Bench or Fleet prisons to go at large on that day.

RUM. (*Rum* Du., Fr., Ger., Ital., Spa., Sw. *Rom* Port. Russ.) The distilled liquor obtained from the fermented juice of the sugar cane or molasses. The following is the process employed in Jamaica. The materials for fermentation are molasses, scummings of the hot cane juice, or sometimes raw cane liquor, lees or *dunder*, as it is called, and water. The *dunder* answers the purpose of yeast, and is usually prepared by a separate fermentation of cane sweets and water. The materials being mixed in due proportions, which are about equal parts of scummings, *dunder* and water, the fermentation soon begins, and in twenty-four hours the liquor is fit for the first charge of molasses, which is added in the proportion of three gallons for every 100 gallons of the liquor. Another charge is added in a day or two or afterwards. The fermentation falls in six or eight days, and the liquor grows fine and fit for distillation. In about two hours after lighting the fire, the spirit begins to run in a still of 1200 gallons, and it is collected as long as it is inflammable. The first spirit is called in the country *low wines*, and is rectified in a smaller still to Jamaica proof, which is that in which olive oil will sink. The spirit called New England rum is made wholly of molasses; this is of fine quality, as is also that of Jamaica, and superior to the Guiana and Leeward Island rums. Of late years about 300,000 gallons have been annually imported from the East Indies, but it is of very inferior quality. Our consumption of West India rum is also gradually diminishing. In 1833 the quantity entered for home consumption was 3,514,000 gallons; in 1841 fully $\frac{1}{4}$ less. This falling off has been attributed to three causes:—First, the high duty upon rum, (9s. per gallon); the unsettled state of the West India Islands, and the increasing temperance of the people, particularly in Ireland, where rum was a favorite beverage. Rum is permitted duty free, if to be used as ship's stores, not more than 20 gallons being allowed to each ship, except the queen's ships. Rum must be imported in casks containing not less than 20 gallons each, unless any deficiency of such

quantity may have arisen from leakage or absorption, and not by original deficiency or after abstraction.

RUN. The aftmost part of a ship's bottom, where it grows extremely narrow, as the floor approaches the sternpost. The *run* or course of a ship is the distance she has sailed in a certain time. *Run*, among sailors, implies a particular voyage, as for example, an agreement which they make with the master of a vessel to work a single passage, as from London to Lisbon. To *run down a coast*, is to sail along by it. To *run down a vessel*, is to pass over her, by running against her end on, so as to sink her at once. To *run out the guns*, is to draw their muzzles out of the port holes by means of tackles. To *run out a warp*, is to carry the end of a hawser out from a ship in a boat, and to fasten it to some distant place to remove the ship towards that place, or to keep her steady while her anchors are lifted, &c. To *let run a rope*, is to let it quite loose. A *run man*, implies a deserter from a ship of war.

RUNG HEADS. The same as floor heads, or the upper ends of the floor timbers.

RUNNING OF GOODS. A clandestine landing of goods, without paying the legal customs or duties for the same.

RUNNING RIGGING.—See *Rigging*.

RUNNING PART OF A TACKLE. That part to which the power is applied to produce the intended effect.

RUPEE. A money of account, and gold and silver coin in the East Indies. The gold rupee of Bombay is of the value of 29s. 1½d. English. The gold rupee of Madras = 29s. 2½d. nearly. The silver or sicca rupee of Calcutta is worth 2s. 0½d. The Bombay new or Surat rupee = 1s. 11d. That of Calcutta is the standard.

RUSH. A well-known plant, of which there are numerous species; those known in trade are called flags and rushes. Flags are used by coopers to prevent leakage in the joints of casks, also for the bottoms of common chairs, and for matting and flag baskets of various kinds. These are the stems of the *Juncus palustris*, a large species which grows 6 or 8 feet high in most of our rivers and slow streams. The kind commonly called rushes, and which is used for enveloping cream cheeses and for the wicks of candles is very much smaller. It is known by botanists as *Juncus effusus*, and grows abundantly around the edges of ponds and in wet swampy places. *Dutch rush*, which is used as a polishing material, is a totally distinct plant: it is the stem of a species of horsetail, called *Equisetum hyemale*.

RUSSIA. The Russian empire stretches over half Europe, and the whole of Northern Asia, from the Baltic to the Pacific, and includes vast territories on the north-western

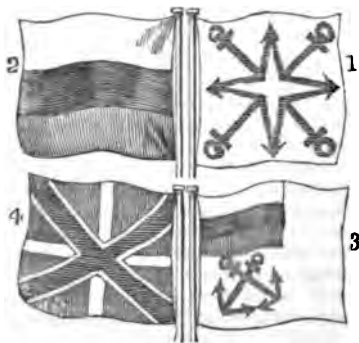
coast of North America. The total superficial area is estimated at 8,000,000 square miles, of which about 1,500,000 are situated in Europe; the whole empire composing about ¼ of the entire habitable world. The climate, soil, and productions are of course very various. Russia raises much more corn than it consumes. Fruit and wine are produced in abundance. The forest also yields important articles of export, besides supplying the consumption. The raising of cattle, horses and sheep; the keeping of bees and silkworms are profitable occupations. The annual produce of the fisheries is reckoned at 15,000,000 roubles. Gold, silver, platinum, copper, iron, zinc, quicksilver, alum and salt are among the mineral productions. The total value of the natural productions of the empire is estimated at 40,000,000 roubles annually. We find manufactures of coarse linen, leather, tallow, candles, soap, felt, bast mats, hardware, &c. There are very large distilleries of brandy and dyeworks. Ship-building is carried on to a very great extent at Astrachan, Riga and Cronstadt. In the manufacture of metals, that of fire-arms is the most considerable. The boards of manufactures at Petersburg and Moscow have the superintendence of all the branches of manufacturing industry. The commerce is carried on partly by sea and partly by land. The inland commerce is much facilitated by the flat nature of the country allowing an immense number of navigable streams and canals, which latter are cut at comparatively little expense, and are neither impeded by locks nor tolls. Goods may be exported from any port or frontier place, but can only be imported at Petersburg, Riga and Odessa. The foreign land trade in Asia is with China, Persia, Bucharra and the Caucasian countries; and in Europe with Turkey, Galicia, Prussia, Silesia and Saxony, while a very extensive shipping trade is carried on with Great Britain and America, though principally in British and American vessels. The board of commerce in Petersburg is the supreme tribunal in all commercial matters.



Above is given the royal standard of the

RUS

Emperor, who is styled the Autocrat of all the Russias. His government is an unlimited monarchy; the state is indivisible; the ruler cannot be at the same time ruler of any other country except Poland, and must be of the Greek religion. The following flags belong to different departments of the Russian navy. No. 1 is the flag of the Russian admiralty. No. 2 that of the Russian merchant. No. 3 of the transport, and No. 4, the Russian jack; the same flag with a white border is the signal for a pilot.



For other particulars, see *Petersburg, Riga, Cronstadt, Odessa, Archangel, &c.*

RUS

RUSSIA LEATHER. A particular kind of leather, manufactured in Russia of cow hides, which is esteemed for its flexibility and durability. It is much used for bookbinding, and is distinguished by its peculiar smell. The best is made near Astrachan, and forms at that place a considerable article of export.

RYDER. A Dutch gold coin = £1. 4s. 2½d. sterling.

RYE. A species of grain, the produce of *Secale cereale*, a plant which much resembles wheat, and may be considered next to it in quality. Of all domestic plants it has been the least altered by cultivation, and no permanent variety has been produced. There is besides only one species of the genus. Rye thrives better in cold climates than wheat, grows in a greater variety of soils, resists severe frosts better, and arrives at maturity sooner. The time of sowing is earlier than with any other grain, and it does not require so much attention as wheat. The grain is comparatively little used in this country, but forms the chief subsistence in the North of Europe. The young plant is a valuable green food for horses, &c., and the straw is very durable and long; hence it is preferred for the stuffing of mattresses and horses' collars. It is used by brickmakers, and is considered an excellent material for the thatching of cottages and barns. The duty upon importation is the same as that of *Beans*, which see.



From its being necessary to form the possessive case and plural of nouns, and blending in sound with all the consonants, as well as vowels, renders it of constant recurrence. It is also perhaps more frequently than any other used as an abbreviation, as the following examples will show. F. A. S. Fellow of the Antiquarian Society. F. L. S. Fellow of the Linnæan Society. F. R. S. and A. S. Fellow and Associate of the Royal Society. F. A. S. Fellow of the Society of Arts. H. M. S. Her Majesty's Ship or Service. L. S. *Locus Sigillæ*; the Place of the Seal. N. S. New Style. P. S. Postscript. S. South or Southern; also Sicca and Shilling. St. Saint or Street. Q. S. *Quantum sufficit*, as much as is sufficient. Sec. Secretary. Sc. seconds; also *Scilicet*, namely. W. S. Writer of the Signet. U. S. United States.

SABLE. (*Zobel* Du. *Sabel* Du. *Zibelline* Fr. *Zobel* Ger. *Zibellino* Ital. *Zobella* Por. *Zebelina* Prus. *Sobol* Spa. *Cebelina*.) An animal chiefly esteemed on account of its

skin, which bears the same name. Though some sable skins are imported from America, they are more abundant in Russia, and from whence comes the greater quantity. The blackest sables are reputed the best. In Russia the finest are sold in pairs perfectly similar. The hair of sables differs in length and quality; the long hairs which reach far beyond the inferior ones, are called *O's*; the more a skin has of such, the blacker it is, and the more valuable; the very best have no other but those long and black hairs. *Motchka* is a technical term used in the Russian fur trade, expressing the lower part of the long hairs; and sometimes it comprehends the lower and shorter hairs. Below the long hairs in the greater part of the sable furs are some shorter hairs, called *podosie*, that is, under *os*; the more *podosie* a fur has the less valuable it is; in the better kind of sables the *podosie* has black lips, and a grey or rusty *motchka*. Between the *os* and *podosie* is a low woolly kind of hair, called *podzada*. The more *podzada* the less valuable; for the long hair will in such case take no other direction than the natural one;

for the character of the sable is, that notwithstanding the hair naturally lies from the head towards the tail, yet it will lie equally in any direction, as you strike your hand over it. The size of sables depends on the animals, being male or female; the latter is the smallest. Sables are in season from November to February; those caught at any other time are short-haired. Forty skins make a collection called a *zimmer*.

SACK. A general name for the different kinds of dry wines, more especially the Spanish, which was first extensively used in the sixteenth century. *Sack*, another name for a large bag, is common to all the languages of Europe, and some of those of Asia. A sack of dry goods is 3 bushels of heaped up, or 4 bushels strike measure. A sack of coals is 2 cwt. or 3 bushels. A sack of flour 280 lbs. A sack of wool is 2 weys or 364 lbs.

SACK CLOTH. The coarse kind of hempen cloth used in the manufacture of sacking.

SADDLE. A small cleat or block of wood hollowed on the upper and lower sides, and nailed upon the lower yard arms to retain the studding sail booms in a firm and steady position; for this purpose, the cavity on the lower part of the saddle conforms to the cylindrical surface of the yard to which it is attached; and, in like manner, the hollow on the upper side answers to the figure on the boom, and serves as a channel whereby it may run out or in, along the yard, as occasion requires. *Saddle of the bowsprit*, a name also given to a semicircular piece of wood, which is shaped and fastened to the upper part of the bowsprit, boom, &c. *Saddle* is also the name of a piece of elm timber fitted on the upper end of the lacing.

SADDLES. Seats adapted to the horse's back for the convenience of the rider. They consist of a wooden frame called the saddle tree, on which is laid a quantity of horse-hair, wool, &c.; this is covered over with tanned leather, which is fastened by nails to the tree. English made saddles are in high repute throughout the world. Foreign made saddles are prohibited to be imported, if intended for sale.

SAFFLOWER. The dried flowers of the *Carthamus tinctorius*, or bastard saffron, used as a dye stuff, and also in the preparation of the pigment called rouge.

SAFFRON. The true saffron is the dried stigmas of a species of crocus; (*Crocus sativus*) frequent throughout Europe, and cultivated to a great extent in France, Spain, &c. Saffron is used as a medicinal drug, chiefly on account of its color; also for the same reason by dyers, painters, and in confectionary and pastry. The flowers are collected in September, and the yellow stigmas and part of the style are picked out and dried

on a kiln. The term saffron is also often applied to the *Carthamus tinctorius*, a large thistle-like plant, with orange-colored flowers.

SAG TO, LEeward, TO, is when a ship makes a considerable leeway, or is driven too far to leeward of the course whereon she apparently sails. It is generally expressed of heavy sailing vessels as opposed to keeping well to windward, or in the sea phrase holding a good wind.

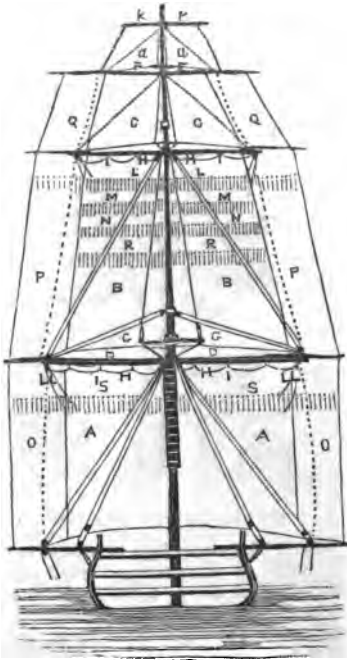
SAGO PALM. A low species of palm (*Sagus Rumphii*) found wild in the East Indies. The trunk is upright, and is crowned at the summit with a tuft of pinnated leaves, composed of very numerous, long, pointed, smooth leaflets. The trunk contains a farinaceous pith, which is a very wholesome aliment; sago is made from it, and from that of most other palms. For this purpose the pith is taken out, bruised in a mortar, and put into a cloth or strainer. It is then held over a trough, and water being poured in, the pith is washed through the cloth into the trough below. The water being then drawn, the sago is taken out and dried for use or exportation. It is highly esteemed as an article of food. Sago is granulated in a manner similar to that adopted in the preparation of tapioca, and in this state enters into commerce. The duty is 1s. per cwt., and our consumption about 36,000 cwt. per annum.



The Sago Tree.—*Sagus farinifera*.

SAIL. An assemblage of several breadths of canvas or other texture sewed together, and extended on, or between the masts, to receive the wind, and impel the vessel through the water. The edges of the cloths, or pieces of which a sail is composed, are generally sewed together with a double seam, and the whole is skirted round at the edges with a cord, called the *bolt-rope*. Although the form of sails is extremely different, they are, nevertheless, either triangular or quadrilateral; or in other words, their surfaces are contained either between three or four sides. The former of these are sometimes spread by a yard, as

lateen sails: or by a stay, as stay sails; or by a mast, as shoulder of mutton sails; in all which cases, the foremost leech or edge is attached to this said yard, mast or stay, throughout its whole length. The latter, or those which are four-sided, are either extended by yards, as the principal sails of a ship, or by yards or booms, as the studding sails, drivers, ring-sails, and all those sails which are set occasionally; or by gaffs and booms, as the mainsails of sloops, brigs, &c. The principal sails of a ship are the courses or lower sails A A. The topsails B B are next in order above the courses; the top gallant royal sails C C are expanded above the topsails; the top gallant royal sails D D are expanded above the top gallant sails; and sometimes another sail, called a sky scraper, is expanded above the top gallant royal sails. The courses are the mainsail, fore sail, and mizen, mainstay-sail, fore top-sail, and mizen staysail, but more particularly the three first. The mainstay-sail is rarely used, except in small vessels.



In all quadrilateral sails, the upper edge is called the head; the sides or skirts are called leeches, and the bottom or lower edge is termed the foot; if the head is parallel to the foot, the two lower corners are denominated clews, and the upper corners earings. In all triangular sails, and in those

quadrilateral sails wherein the head is not parallel to the foot, the foremost corner at the foot is called the back, and the after lower corner the clew; the foremost edge is called the fore leech, and the hindmost the after leech. The studding sails are set beyond the leeches or skirts of the mainsail and fire-sail, of the topsails, or top gallant sails of a ship. The lower edges of the lower studding sails, represented by O O, are extended by a boom, hooked into an eye, and fixed into the main channel for that purpose. The topsail studding sails P P, are extended by studding sails, booms, run out beyond the extremities of the mainyard. The top-gallant studding sails Q Q, are also extended by studding sail booms, run out from the topsail yard. Those sails however are only set in favorable winds and moderate weather. All sails derive their name from the mast, yard or stay, upon which they are extended. Thus, the principal sail, extended on the mainmast, is called the mainsail or main course. For the other sails of a ship, such as the *Gaff*, *Topsail*, *Ring Jack*, *Sky Scraper*, &c., see these articles. The higher studding sails, and, in general, all the stay sails, are drawn down, so as to be furled or taken in by down hauls. The courses, topsails, and top gallant sails, are wheeled about the mast, so as to suit the various directions of the wind by braces. *After sails*, are those that belong to the mainmast and mizen. They keep the ship to windward, on which account ships sailing on a quarter wind, require a headsail and an after sail, one to counteract the other. *Laws on sails*. Every master of a vessel belonging to her majesty's subjects, navigated with, or having on board any foreign made sails, is at the time of reporting his ship, to make an entry and report, and on oath, of every such sail, and before the ship is cleared, to pay duty for them under penalty of forfeiture of sails, and a fine of fifty pounds for every offence by the master; and such sails are to be stamped at the port of entry in the same manner as foreign sail-cloth. 19 Geo. II, c27. But if the master before the ship is cleared, declares his intention of not paying the duty, and delivers up the sails to the officers of the customs, the sails only are to be forfeited, *Idem*. But if the ship comes from the East Indies, the captain is not liable to the effects of the above regulations. *Sail* is also a name applied to any vessel seen at a distance under sail, as "We saw five sail off Cape Finisterre." *Sail, to set*, is to expand the sails upon their respective yards and stays, in order to commence sailing. *To shorten sail*, is to reduce or take in part of the sails, with an intention to diminish the ship's velocity. *To strike sail*, is to lower it suddenly, which is particularly used in saluting or doing homage to a superior force, or to one whom the law of

nations acknowledges as superior in certain regions. Thus all foreign vessels strike to an English man-of-war in the British seas.

SAIL CLOTH. A cloth of strong texture, made of hemp, for the purpose of supplying ships with sails. British sail cloth may be exported duty free; and all new ships are to have a suit of sails of British cloth. Every maker of British sail cloth shall stamp his name and place of abode, in words at length, on every piece, on pain of forfeiting £10.

SAIL HOOK. In sail making, a small iron hook with an eye at one end, to which a cord is spliced; it is used to confine the work while sewing, by hooking on the canvass; the cord being fastened to some convenient place.

SAIL LOFT. In dock-yards, a large room or apartment where sails are cut out, made, repaired, and kept in readiness for her Majesty's ships and vessels.

SAIL MAKER. A person appointed by warrant from the commissioners of the navy to repair the sails that may at any time be damaged in action or otherwise.

SAIL ROOMS, are places on the orlop deck, inclosed for the reception of the sails; they are distinguished according to their relative situation, as, the foresail room, the aftersail room, &c.

SAILER. A term indiscriminately applied to vessels having masts, yards, stays, sails, &c. † hence a *heavy sailer* is a vessel which advances but slowly on the water. A *prime sailer* is one that is capable of attaining a great velocity by the impulse of the wind upon her sails, &c.

SAILING denotes the movement by which a vessel is impelled through the water by the action of the wind upon her sails; being otherwise expressed by the more significant term *navigating*. The effect of sailing is produced by a judicious arrangement of the sails to the direction of the wind; accordingly, the various modes of sailing are derived from the different degrees and situations of the wind with regard to the course of the vessel. Sailing is also used for the art or act of navigating or of determining the cases of a ship's motion by means of sea charts; these cases are differently distinguished, according to the principles upon which the computations are founded, as *Current, Mercator's, Middle Latitude, Oblique, Parallel, Plane, Traverse, and Windward Sailing*, which articles see.

SAILING TRIM. A term applied to a ship when she is in the best state for sailing. The *order of sailing* is the general disposition of a fleet of ships when proceeding on a voyage or expedition.

SAILOR. A name given indiscriminately to all persons on board ship, who are trained in the exercise of fixing the machinery of a ship, and managing her either at sea or in

harbour. The principal qualities required in a common sailor to entitle him to the full wages are, that he should be able to sound, steer, and manage the sails; that is, to set, reef, and furl them; he is then called an able seaman. A *fresh-water sailor* is an epithet of derision applied to those who have never been at sea at their first coming on board.

SAINT SALVADOR.—See *Salvador*.

SAINT VINCENT.—See *Vincent*.

SAINT DOMINGO.—See *Hayti*.

SAINT HELENA.—See *Helena*.

SALAD OIL. Florence or fine olive oil.—See *Olive*.

SAL AMMONIAC. Muriate of ammonia, or a compound of the hydrocyanic or muriatic acid with ammonia. Its name is derived from the temple of Ammon in Egypt, where it was formed originally by burning camel's dung. It is now largely manufactured in this country from soot, as well as animal substances, and particularly by the decomposition of the carbonate of ammonia produced in the gas works.

SALE. The exchange of a commodity for money. On sale of goods, if earnest be given to the seller, such earnest binds the bargain, and gives the buyer a right to demand the goods, but not till he has paid the price of them, except upon a special agreement to the contrary. After earnest taken the seller cannot dispose of the goods to another, unless there is some default in the bargain; as for example, if the buyer do not take away the goods and pay the money, the seller ought to require him to do so; and then if he does not do it in convenient time, the bargain and sale are dissolved, and the seller may dispose of the goods to any other person. Earnest does not alter the property, but only binds the bargain; the property remaining in the vendor until payment of the money, or delivery of the goods. If a man sells goods to be delivered by a certain day, and does not deliver them, an action may be brought against him, and damages recovered; so if he delivers them in a bad unmerchantable condition. Where a person is entitled to a thing in gross, he is not obliged to receive it in parcels, except the quantity be such that an ordinary conveyance cannot bring it all together. Things of this nature are in a great degree regulated by the customs of trade, and special agreements made between the parties.

SALE BY AUCTION.—See *Auction*.

SALE BY INCH OF CANDLE.—See *Auction*.

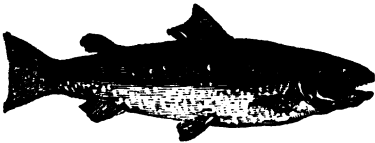
SALES, CUSTOM HOUSE, EXCISE, &c. Auction sales which take place at the custom house, excise office, &c. periodically, for the disposal of such goods as have been seized by the officers of those departments as smuggled, as not having paid the proper duties, or which have been made contrary to the

excise regulations. In all cases, unless particularly expressed to the contrary, the purchaser pays the duty upon such as he purchases in *ad valorem* cases, the duty being added to the purchase money; in others, the articles being put up at the price of the duty are sold for whatever they will fetch in addition to such duty.

SALFP. A farinaceous substance obtained from the roots of one or more species of orchis. It is usually imported from Turkey and other parts of the Levant.

SALLY PORT. A large port on each quarter of a fire-ship, out of which the officers and crew make their escape into the boats as soon as the train is fired. It is also a term given to the places, where men-of-war boats land from the ships, and where wherries and merchantmen's boats are not allowed to land.

SALMON. A celebrated fish belonging to the trout family, which inhabits the northern seas, and ascends the rivers in spring for the purpose of depositing its spawn. In certain districts the abundance of this fish forms a great source of wealth to the inhabitants, and it often forms a chief article of sustenance. The salmon inhabits the European coasts from Spitzbergen to Western France, but is never seen in the Mediterranean. On the W. shores of the Atlantic it is found from Greenland to the Hudson, but is exceedingly rare in the latter river, and never penetrates further south. In the North Pacific, the salmon again makes its appearance in vast numbers. A cold climate and clear water seem congenial to its constitution. The salmon grows to the length of 3, 4 or 5 feet; and when of full size weighs sometimes 40 lbs. The body is compressed laterally, the color silvery grey and spotted, the head of moderate size, and the under jaw rather the longest. Almost all parts of the mouth and even the tongue are furnished with pointed teeth, as in the other trouts, and like them the salmon has a fatty fin upon the lower part of the back.



The salmon three or four months after its birth will average 8 or 10 inches in length. In the following spring they will be 14 or 16 inches. At two years old the salmon weighs about 8 lbs., and requires five or six years to attain the weight of 12 lbs., so that a fish of 40 lbs. may be supposed to be very old. The salmon fishery is one of the most important branches of business in some of the

rivers of Scotland, whence London is principally supplied; and to so great an extent does this fish abound in that part of the kingdom that between 2 and 3 millions of lbs. weight are annually sent to the London market alone, in a fresh state, packed in ice. This is independent of an immense quantity brought from the North of Ireland. Heavy penalties are imposed upon taking spawn, fry or unclean fish. Salmon may be brought from foreign countries at the duty of 10s. the cwt.

SAL PRUNELLA. Purified saltpetre. The duty is 1s. the cwt.

SALT. This term, which in chemistry is applied to almost every compound substance which contains an acid, is in ordinary language confined to the well-known culinary or table salt, and which is divided into the varieties of rock salt, pit salt, and bay salt, according to the manner of procuring it. Next to bread and water, it is the most essential necessary of life. It is one of the most important British minerals, and is procured in immense quantities, both from fossil beds and brine springs, in Cheshire and Worcestershire. Previously to the discovery of the fossil beds during the sixteenth century, and subsequently, a good deal of salt continued to be made at Lymington and many other places; but these works are now all but abandoned, while not only has the quality of the article in question become greatly improved, but instead of being imported as formerly it is now largely exported. The consumption of Great Britain alone, exclusive of Ireland, amounts to about 180,000 tons, and the foreign exports to about 300,000 tons per year, of which the United States, Canada, the Low Countries, Russia, Prussia and Denmark are the chief consumers. Previously to 1823, an oppressive tax of 15s. a bushel, (56 lbs.) or about thirty times the original prime cost of the article, was imposed on salt, but in that year it was reduced to 2s., and two years afterwards totally repealed. During the existence of the duty the retail price was 4½d. per lb., it is now ½d. or even less. Salt may be imported from any place free of duty.

SALTPETRE OR NITRE, is produced from the vegetable fixed alkali potass, combined with the nitric acid; it is therefore chemically speaking the nitrate of potass. Saltpetre is of very extensive use in different arts, being the principal ingredient in gunpowder, and serving as an excellent flux to other matters, whence its use in glass making. It is also possessed of considerable antiseptic power, and is therefore used in preserving meats, to which it communicates a red color. The greatest quantity of saltpetre we use comes from Bengal, where it is found incrusting the surface of the earth, and also in

beds called nitre beds. It arrives in an impure state, and is purified in this country. The duty is 6d. the cwt.

SALTER'S COMPANY. This fraternity or livery company is reckoned the ninth of the city companies, and is of very great antiquity, the livery being granted by Richard II., (1394) though it does not appear that it was fully incorporated till the year 1558, when letters patent were granted by Elizabeth to the master, wardens, and commonalty of the "Art and Mystery of Salters of London." Their hall is in St. Swithin's Lane, London, and their arms as follows:—The motto "*Sal sapit omnia*," "Salt gives a zest to every thing," is very appropriate.



SALUTE. A testimony of respect or homage, rendered by the ships of one nation to those of another, or by ships of the same nation to a superior or equal.

SALVADOR ST. OR BAHIA, the former capital of Brazil, is situated in the Bay of All Saints, in lat. 12° 59' S., and long. 37° 23' W. It is a place strongly fortified, has a very healthy climate, as well as one of the best harbours in Brazil, carries on an extensive trade with the United States and Europe, and pursues the whale fishery near the South Pole. The exports are the productions of the Tropics, Brazil wood, spices, southern fruits, rice, tapioca, cattle, sugar, tobacco, cotton and coffee. This latter article and sugar are raised here in large quantities, and the soil is esteemed the best in Brazil for the growth of the sugar cane.

SALVAGE is a reward allowed by the civil and statute law for the saving of ships or goods from the dangers of the sea, pirates, or enemies. Where any ship is in danger of being stranded or driven on shore, justices of the peace are to command the constables to assemble as many persons as are necessary to preserve her; and, being preserved by their means, the persons assisting therein shall, in thirty days after, be paid a reasonable reward for the salvage, otherwise the ship or goods shall remain in the custody of the officers of the customs as a security for

the same. *Salvage* is also an allowance made for the recovery of a ship or goods from the enemy, after having remained in his possession twenty-four hours, or of any thing dragged up from the bottom of the sea. It is paid by the first proprietors to the persons who have so recovered it, or else detained legally by the latter.

SAMSON'S POST. A sort of pillar erected in a ship's hold, between the lower deck and the keelson, under the edge of a hatchway, and furnished with several notches, that serve as steps to ascend or descend. This post being firmly driven into its place, not only serves to support the beam and fortify the vessel in that place, but also to prevent the cargo or materials contained in the hold from shifting to the opposite side, by the rolling of the ship in a turbulent and heavy sea.

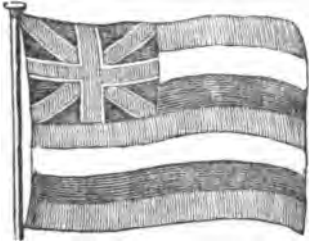
SANDAL WOOD is the produce of *Santalum album*, a tree having somewhat the appearance of a large myrtle; the wood is extensively employed as a perfume in the funeral ceremonies of the Hindoos. The deeper the color, which is of a yellow brown, and the nearer the root the better is the perfume. Malabar produces the sandal wood; it is also found in Ceylon, and the South Sea Islands. It is imported in trimmed logs from 3 to 8, and rarely to 14 inches diameter; the wood is in general softer than boxwood, and easy to cut. It is used for parts of cabinets, necklaces, ornaments, fans, &c. The bark of the sandal wood gives a most beautiful red or light claret-colored dye, but it fades almost immediately when used as a simple infusion; in the hands of the experienced dyer it might, it is supposed, be very useful.

SANDARAC. A gum resin, which oozes spontaneously from the old trunks of the common juniper, (*Juniperus communis*), and which is used in considerable quantities in the preparation of varnish, particularly of one kind, employed by cabinet makers and painters, and called *vernix*. In its powdered form it is known as *pounce*.

SANDERS.—See *Saunders*.

SANDWICH ISLANDS. A group situated in the Pacific, in about 20° S. lat., and 160° W. long. They consist of eleven islands, seven of which are inhabited. These islands are independent, but under the protection of Great Britain; circumstances typified in their flag, which is tricolored with the union cross at the corner annexed. The islands are favorably situated for trade, being in the route between America and China, and they have of late become a depôt for the commerce of the N.W. of America, as well as a place of refreshment and repair for the South Sea whalers. A British and an American consul reside at the principal port. The imports are manufactured goods, copper in sheets, ship's stores and

provisions, tea, sugar, skins, hides, lumber, furs, pearl shell, turtle shell, arrow-root and cocoa nut oil. Exports—salt, sandal wood, provisions, &c.



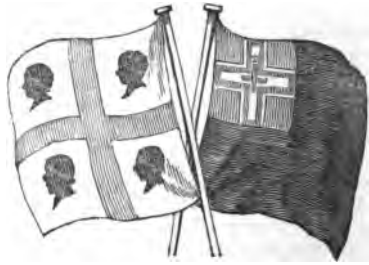
SANGUIS DRACONIS. — See *Dragon's Blood*.

SAPAN WOOD OR BUCKAM WOOD, (*Cesalpinia Sapan*), is obtained from a species of the same genus that yields the Brazil wood. It is a middle sized tree, indigenous to Siam, Pegu, the coast of Coromandel, the Eastern Islands, &c. It is imported in pieces like Brazil wood, to which, for the purposes of dyeing, it is greatly inferior; it is generally too unsound to be useful for turning.

SAPPHIRE. A very hard gem consisting essentially of chrystallized alumina. It is of various colors, the *blue* variety being generally called the sapphire; the *red* the oriental ruby, the *yellow* the oriental topaz.

SARDINES. A species of pilchard often sold as anchovies.—See *Anchovy*.

SARDINIA, ISLAND AND KINGDOM OF. The island of Sardinia lies in the Mediterranean, and although healthy, and fertile, yet owing to the poverty of the inhabitants it produces little, except corn. It forms a part, but by no means a considerable part of the kingdom of the same name. This latter includes also the N.W. corner of Italy, lying between Lombardy, Switzerland, France and the Gulf of Genoa, having a population of 4,680,000. Capital, Turin. Its riches are derived chiefly from the fertile district of Piedmont, and its commerce centres in Genoa, and radiates to Nice on the side of France and Cagliari, the capital of the islands of Sardinia. Though rich in minerals, these are not a source of much wealth, the trade of the kingdom depending chiefly upon the productions of corn and pulse of various kinds, flax, olives, and their oil and fruits. The manufactures are almost wholly confined to silk goods, velvets and hosiery; also coarse woollens, consumed chiefly in Italy and Switzerland. Wines, works of art, glass, paper, beads, &c. are manufactured to a great extent. The national flag is shown on the right of the following cut, that appertaining to the island is on the left.—See *Genoa*.



SARCENET. A kind of fine, thin woven silk, of all colors, and varying from half yard to seven eighths wide.

SARSAPARILLA. The root of the *Smilax sarsaparilla*, a plant growing abundantly in Jamaica, from whence we receive it. The roots are about the size of a goose quill, running superficially under the ground. It is used medicinally.

SASSAFRAS WOOD is a species of laurel, (*Sassafras officinalis*.) The root is used in medicine. The small wood is of a light brown, the large is darker; both are plain, soft and close. Sassafras wood measures from 4 to 12 inches diameter; it is sometimes chosen for cabinet work and turning, on account of its scent, which is agreeable. It is sometimes called yellow saunders.

SATIN. A soft, closely woven silk, with a glossy surface. In the manufacture of other silken stuffs each half of the warp is raised alternately; but in weaving satin, the workman only raises the fifth or eighth part of the warp; thus the wool is hidden beneath the warp, which presenting an even, close and smooth surface, is the more capable of reflecting the rays of light. In this way satin acquires that lustre and brilliancy which distinguish it from most other kinds of silks. The chief seats of this branch of manufacture are Lyons in France, and Genoa and Florence in Italy. From the East Indies are imported those light stuffs called Indian or Chinese satins. They are either plain, damasked, striped, open worked or embroidered. Both in lustre and execution, they are far inferior to the Lyonesse satins; they however possess this peculiar property, that even after scouring they retain their original gloss.

SATIN WOOD. The best variety is the West Indian, which is imported from St. Domingo in square logs and planks from 9 to 20 inches; the next in quality is the East Indian, shipped from Singapore and Bombay in round logs from 9 to 20 inches diameter; and the most inferior is from New Providence, in square sticks 3½ to 10 inches; the wood is close, not so hard as boxwood, but somewhat like in color, or rather more orange; some pieces are very beautifully mottled and curled. It was much in vogue

a few years back for internal decoration and furniture; it is now principally used for brushes, and somewhat for turning; the finest kinds are cut into veneers, which are then expensive. The Nassau wood is generally used for brushes. Satin wood, of handsome figure, was formerly imported in large quantities from the island of Dominica. The satin wood of Guiana is stated by Aublet to be yielded by his *Jerolia guianensis*, which has both white and reddish colored wood, both satiny in appearance. The satin wood of India and Ceylon is yielded by *Chloroxylon swietenia*.

SATINET. A species of thin satin.

SAUCER OF A CAPSTAN, is a socket of iron let into a wooden stock or standard, called the step, resting upon, and bolted to the beams. Its use is to receive the spindle or foot, upon which the capstan rests and turns round.

SAUL OR SAL. An East Indian timber tree, the *Shorea robusta*. Its wood is in very general use in India for beams, rafters, and various building purposes; it is close-grained and heavy, of a light brown color, not so durable, but stronger and tougher than teak, and is one of the best timber trees of India.

SAUNDERS, RED, OR SANDERS. The wood of a lofty tree, (*Pterocarpus santalinus*), indigenous to various parts of India, Ceylon, Timor, &c. The wood is brought to Europe in billets, which are very heavy, and sink in water. It is extremely hard, of a fine grain, and a bright garnet red color, which brightens on exposure to the air. It is employed to dye lasting reddish brown colors on wool. It yields its coloring matter to both ether and alcohol, but not to water. The quantity imported is inconsiderable. The duty is 2s. the ton. For yellow saunders, see *Sassafras*.

SAVE ALL. The name of a sail which is sometimes placed to catch the wind that might escape beneath the foot of any sail.

SAY OR SAYE. A kind of serge or woollen stuff, much used abroad for linings, and by the religious of some orders for shirts; with us it is employed as aprons, by several descriptions of artificers, being usually dyed green.

SCALE THE GUNS, is to clean the inside of a ship's cannon, by the explosion of a small quantity of powder; which effectually blows out any dirt or scales of iron which may adhere to the interior surface.

SCAMMONY, is the produce of a species of convolvulus or creeping plant, growing in Turkey, Syria and Arabia. The scammony is prepared from the root and the stalk of the plant, and when genuine, ought to be like a fine clear gum, of a darkish gray, light and brittle, and in chewing ought to yield a white milky froth. The best scammony is brought from Marasch, a town about four days journey from Aleppo, near the confines

of Armenia. It is thence carried to Aleppo, in small skins, and by the merchants sent to London and Marseilles. It is used medicinally.

SCANT. A term applied to the wind when it becomes favorable to a ship's course, after having been fair or large. It is distinguished from foul wind, as in the former a ship is still enabled to sail in her course, although her progress is considerably retarded, but in the latter she is obliged to deviate from it.

SCANTLING. In ship-building, a name given to any piece of timber, with regard to its breadth and thickness when reduced to the standard size.

SCHEDULE. A scroll of paper or parchment, annexed to a will, lease, or other deed, containing an inventory of goods not enumerated in the body of the deed, &c. *Schedule* likewise implies the account or statement of his affairs delivered by a bankrupt to the commissioners.

SCHOONER. A small vessel with two masts, whose main and foresails are suspended by gaffs, reaching from the mast towards the stern; and stretched out below by booms, whose foremost ends are hooked to an iron, which clasps the mast so as to turn, therein, as upon an axis, when the after ends are swung from one side of the vessel to the other. This vessel is generally a fast sailer, and principally employed in trade by those who make speculations where dispatch is requisite.



SCIATIC STAY. A strong rope fixed from the main to the foremost head in merchant ships when loading or unloading; it serves to sustain a tackle, which travelling upon it, may be shifted over the main or forehatchways, as occasion requires.

SCHUYT OR DUTCH SCHUYT. The largest of the Dutch fishing and packet boats, and of which we see hundreds in the river Thames, having conveyed to our market, not merely ordinary merchandize, but particularly the fish caught off the Dutch coast, such as lobsters and cod fish, or in their rivers as plaice, eels, &c. Salted herrings are also brought over in immense quantities in these vessels.

They are one-masted, with a large gaff sail. Round sterned, with great breadth of beam, and built with great solidity; hence if not quick sailers they are at any rate capacious and sea-worthy.



SCILLY ISLES. A cluster of small islands at the entrance of the English and St. George's Channel, lying about 10 leagues west of the Land's-end in Cornwall. The chief isle and harbour is that of St. Mary. The inhabitants principally subsist by acting as pilots, fishing, and burning kelp. At the outermost extremity of the isle of St. Martin is a sea-mark, built with rock stone. On the isle of St. Agnes is a lighthouse, situated in W. long. $6^{\circ} 19'$, N. lat. $49^{\circ} 54'$.

SCOOP. A little hollowed piece of wood used to throw water out of a boat, which operation is usually called baling the boat.

SCORE. The number of twenty.

SCORE. A notch or hollow cut by a saw, gouge or chisel, out of any piece of wood, to admit another projecting of a similar shape. *Score of a dead eye* is the hole through which the rope passes.

SCOT AND LOT. Persons assessed to any contribution, are generally said to pay scot and lot.

SCOTLAND. The northern part of Great Britain or north of the Tweed; every where surrounded by the sea except the south side, where it is united to the counties of Cumberland and Northumberland. By the act of union Scotland is entitled to the same allowances, encouragements, drawbacks, &c. and under the same excise and customs regulations and duties. Also the standards of the coin, weights and measures are the same as those of England. Sixteen peers are chosen to represent the peerage, and fifty-three mem-

bers (thirty for counties and twenty-three for boroughs) sit in the house of commons. The judicial administration of Scotland is distinct from that of England. The principal courts of law are the supreme court or court of sessions, consisting of thirteen lords, and divided into two chambers. The one ordinarily called the court of sessions takes cognizance of civil cases; the other, the court of justiciary for the trial of criminal cases. The revenue has hitherto been collected separately from that of England, and with separate boards for each branch, but these are gradually becoming incorporated with those of England. Great part of Scotland is barren, but this barrenness is in a great degree counteracted by the skill and science of the modern farmers; yet for all this there is scarcely more than a quarter of the country under cultivation. The staple agricultural products are oats for the food of the inhabitants, and barley for the purposes of distillation and brewing. The chief exports are cattle and sheep, vast quantities of which in fine condition are supplied to the London market, and brought by the numerous steam packets which sail weekly between our metropolis and Leith, Aberdeen, Berwick, &c. The western ports of Glasgow, &c. supplying Liverpool and Bristol, &c. It is in different textile manufactures that Scotland excels, and from these derives its prosperity. Linen is still, as it always was, one of the staples of Scotland, particularly the coarser kinds, such as sail cloth, sheetings, diapers, &c. The cotton manufacture, though of comparatively modern date, has here no less than in England risen to the first importance in point of magnitude. Glasgow and Paisley produce fabrics highly ornamental, and carried to an extreme degree of fineness. Some of the cambrics of Paisley are of the greatest delicacy of texture. The Paisley shawls and Glasgow printed goods are also extremely beautiful. Scotland has also important manufactures in glass, chemical goods, soap, candles, leather, paper, starch, &c. Iron is found in great quantity, and is smelted and worked to a great extent on the banks of the Clyde, and in Aberdeenshire. Coal, lime, freestone and granite constitute the great mineral wealth of this country. The fisheries are very extensive and profitable, particularly in haddocks, herrings, cod, oysters, salmon, &c. The whale fishery is also greatly increased of late years, while that of England has declined. For other particulars, see *Aberdeen, Edinburgh, Glasgow, &c.* Although the imperial system of weights and measures has superseded by law the ancient Scottish monies, measures, &c., still many of the latter are retained for the convenience of inland parts of the country. They were as follows:—the old Scotch pound = 1*s.* 8*d.* The Scotch

shilling=1*d.* English. The standard Scotch ell=36 Scotch or 37·0591 English inches, 6 ells made a fall, 40 falls a furlong; 8 furlongs, or 1920 ells=1976·5 English yards a mile; hence 10 Scotch miles=11½ statute ditto. The lb. of 16 oz. was about $\frac{1}{10}$ heavier than our avoirdupoise. The stone=16 of these lbs. The boll for meal reckoned at 140 lbs. or 8 stones. The Scotch gallon of 8 pints, 16 chopins, 32 mutchkins or 128 gills=3 imperial gallons. A Scotch acre rather more than 1½ English ditto.

SCOUR THE COAST. A term frequently used by detached parties of seamen to express the act of firing a quick and heavy discharge of ordnance or musketry, for the purpose of dislodging an enemy.

SCREEN BULK-HEAD. In ship-building, the aftmost bulk-head under the round-house.

SCREENS. In a ship of war, are partitions made of canvas, which, being nailed up in lieu of the bulk-heads that are taken down in readiness for action, serve for the accommodation of the captain, and the officers in the ward rooms.

SCREENS, FIRE, are pieces of fearnought sewed together, and hooked round the magazine passages, and also round the hatchways, where it is necessary to pass the powder; they are always wetted previous to commencing an action, in order to prevent their taking fire.

SCRIP.—See *Omnium*.

SCRIVELLO OR SCRIVELLI. The small elephant's teeth or pieces of the large ones, which are not sold singly but in parcels.

SCRIVENER. One who draws contracts, or whose business it is to place money at interest. Attorneys sometimes act as scriveners, which brings them within the bankrupt laws.

SCROWL. In ship-building, a name given to the two pieces of fir timber which are bolted to the knee of the head, and serve in lieu of a figure.

SCRUPLE. A small weight used in compounding medicines. — See *Apothecaries Weight*.

SCUDO. A coin and money of account of some parts of Italy, Sicily, &c., synonymous with crown, but varying much in value, that of

	<i>s.</i>	<i>d.</i>
Genoa is worth	5	3½
Lucca	4	4
Milan	3	8½
Modena	3	4
Piedmont	5	8½
Rome	4	3½
Sardinia	3	9½
Sicily	4	0
Tuscany	4	5½

SCUD. A name given by seamen to the low and thin clouds which are most swiftly wafted along by the winds. *To scud*, to be

carried precipitately before a tempest, and is either performed with a sail extended on the ship's foremast, or, if the storm is excessive, without any sail, which is that called scudding under bare poles.

SCULL. A kind of short oar, the loom of which is only equal in length to half the breadth of the boat, whereby two may be managed by one man, one on each side. *To scull*, is to make a boat advance on the water by putting an oar in the notch which is generally cut in the top of the stern, and then forcing it from the larboard to the starboard side.

SCULLER. A term used to denote a boat rowed on the river Thames by one man with two sculls, which is used in contradistinction to oars. It is however generally applied to a person using only one oar in the stern of a boat to impel it forward.

SCULPTURES. Figures cut in stone, metal, or other solid substance, representing some real or imaginary object or event. By the act 54 Geo. III, c 56., the property of sculptures, models, copies and casts is vested in the proprietor for fourteen years, provided he cause his name, with the date, to be put on them, before they are published, with the same term in addition if he should be living at the end of the first period. In actions for piracy double costs to be given. The act 6 Geo. IV, c 107, prohibits the importation, on pain of forfeiture, of any sculptures, models, casts, &c. first made in the United Kingdom.

SCUPPERS. Certain channels cut through the water-ways and sides of a ship, at proper distances, and lined with sheet lead, in order to carry the water off the deck into the sea.

SCUPPER HOSE. A leather pipe or hose, nailed round the outside of the scupper on the lower decks, and which by hanging down prevents the water from entering when the ship inclines under a press of sail.

SCUTTLE. A small hatchway or hole, cut for some particular purpose through a ship's deck or sides, or through the coverings of her hatchways and ladderways, and furnished with a lid which firmly incloses it when necessary. (See the articles *Deck* and *Hatchway*.) *To scuttle*, is to cut large holes through the bottom, sides, or decks of a ship, particularly when she is stranded or overset, and continues to float on the surface. The design of this expedient is usually to take out the whole, or a part of the cargo, provisions, stores, &c. with all possible expedition.

SCUTTLE BUTT, is a cask having a square piece sawn out of its bilge, and lashed upon deck. It is used to contain the fresh water for daily use, whence it is taken out with a leaden can.

SEA. In geography, is frequently used for that vast tract of water encompassing the

whole earth, otherwise called ocean, but it is more properly used for a particular part of the ocean, almost surrounded by land, and is denominated from the countries it washes, or from other circumstances. Thus we say The Irish Sea, the Mediterranean Sea, the Baltic Sea, the Red Sea, &c. Sea is variously applied by sailors; to a single wave; to the agitation produced by multitude of waves in a tempest; or to their particular progress or direction. Thus they say, We shipped a heavy sea; there is a great sea in the offing; the sea sets to the southward. Hence a ship is said to head the sea when her course is opposed to the setting or direction of the surges. A *long sea* implies a uniform and steady motion of long and extensive waves, on the contrary; a *short sea*, is when they run irregularly, broken and interrupted, so as frequently to break over a vessel's bow, side or quarter.

SEA COAST. The shore of any country, or that part which is washed by the sea.

SEAL. The English name for a genus of marine animals, the variety of which is very great. Some kinds are found in great abundance in the seas around Spitzbergen, and on the coasts of Labrador and Newfoundland. Seals are principally hunted for their skins and their oil. When taken in the spring of the year, at which time they are fattest, a full grown seal will yield from 8 to 12 gallons of oil, and a small one from 4 to 5 gallons. The oil when expressed before putrefaction has commenced is beautifully transparent, free from smell, and not unpleasant in its taste. The skin when tanned is extensively employed in the making of shoes, and when dressed with the hair on, serves for the covering of caps and trunks. The duty upon the oil is 1s. per tun. The duty upon the skins is if undressed 4d. the skin. If of British taking and brought direct from the fishery or a British possession, 1d. the dozen skins.



Phoca vulgaris.—Greenland Seal.

SEALS, PRIVY AND GREAT. All grants, pardons, charters, letters patent, &c. pass the great seal, or are stamped with the national seal kept by the lord high chancellor; but previous to this they pass through the hands of the lord privy seal, and other in-

struments of less consequence require the attachment of the privy seal only. The keepers both of the great and privy seal are officers of state.

SEALING WAX. The wax used for fastening letters, stamping legal documents, &c. The best red sealing wax is made by melting in a very gentle heat 48 parts of shell lac with 19 of Venice turpentine, and 1 of Peruvian balsam, 32 parts of the finest cinnabar is then stirred in, and the whole well mixed. When it is cooled down, it is either rolled in sticks or shaped in brass moulds. Black sealing wax consists of 60 parts of shell lac and 30 of ivory black. Common bottle wax is 2 parts rosin, and 1 bees' wax, colored with red ochre. Sealing wax imported is subject to a duty of 15 per cent., but a very small quantity only of foreign wax finds its way here, and that of a fancy description.

SEAMAN, in opposition to landsman, a person brought up to the sea service.

SEAMARK. A point or conspicuous object distinguishable at sea; they are of various kinds, as promontories, steeples, ruins, trees, &c., and are very beneficial in directing vessels on the coast, and of pointing out their situation.

SEA PORT. A haven near the sea, as distinguished from one that is situate upon a river.—See the articles *Harbour* and *Port*.

SEAMS. The intervals between the edges of the planks in the decks and sides of a ship, or the places where the planks join together. These are always filled with a quantity of oakum, and covered with hot pitch, to prevent the entrance of the water. *Seams of the sails*, in sail-making, the parts where two edges of canvas are laid over each other and served down.

SEARCHER. An officer of the customs, whose business it is to search and examine all ships that are outward bound, to see whether they have any prohibited goods on board.

SEARCH WARRANT. In law, is granted by a justice of the peace under 7 and 8 Geo. IV, c 29, to search for goods stolen, or respecting which other offences specified in the act have been committed. The warrant is granted on the oath of a credible witness, that he has reasonable cause to suspect the goods to be in the possession and on the premises of a certain individual.

SEA-ROOM, implies a sufficient distance from the land, rocks, or shoals, wherein a ship may drive or scud without danger of shipwreck.

SEA-WORTHY, implies the state or quality of a ship, which is in every respect fit for a voyage.

SECOND. The sixtieth part of a minute, whether of time or angular measurement, marked with the characters " or *sc*. Thus a

degree of a circle, or an hour of time are each divisible into 60 minutes, and each minute into 60 seconds.

SECRETARY. In ordinary language, a scribe or writer of letters, &c., but often applied to a public minister; thus we say Colonial Secretary, Home Secretary, &c.—See *Ministers*.

SEED. The reproductive part of a plant, and containing the embryo or rudiment of a future plant. Seeds are imported as food, for agricultural uses, or to employ in the arts. The chief of those imported, besides wheat, barley, oats, rye, maize, acorns, beans, peas, buck wheat, flax or linseed, hemp and others, all of which are described under their respective names, are with their respective duties as follows:—

	F. C. s. d.	B. P. s. d.
Aniseed, coriander, cummin, Fenugreek, millet, trefoil, worm, and grass seeds $\frac{1}{4}$ cwt...	5 0	2 6
Canary seed # bushel	4 0	2 0
Clover, carraway, carrot, parsley, quince, and seeds of trees. $\frac{1}{4}$ cwt.	10 0	5 0
Cole seed, flax, and rape # qr.	0 1	0 1
Leek and onion # cwt.	20 0	10 0
Lucern and lupines #	5 0	5 0
Mustard seed $\frac{1}{4}$ bushel	1 3	0 6
Poppy and maw seed # quarter	1 0	0 6
Tares #	5 0	2 6
Oil and garden seeds, unenumerated $\frac{1}{4}$ quarter	0 1	0 1
All others # £100..	£10	£5

SEER. An East Indian weight. The East Indian Company's new seer of 80 tolas weighs rather more than 2 lbs. avoirdupoise.

SEIZE, TO, is to bind or fasten any two ropes, or different parts of one rope together with a small line or cord.

SEIZING. A name given by seamen to the cord which fastens any thing together.

SEIZURE. An arrest of some merchandize, moveable, or other matter, either in consequence of some law, or of some express order of the sovereign; contraband goods, those fraudulently entered, or landed without entering at all, or at wrong places, are subject to seizure. In seizures among us one half goes to the informer and the other to the crown.

SELVAGE. A sort of hank or skein of rope yarn, turned into a circular form, and marled together with spun yarn. It is used to fasten round any rope, as a shroud or stay, so that a tackle may be hooked in it, to extend the said shroud or stay, in order to set it up.

SEND, TO. To pitch precipitately into the hollow or interval between two waves; as, Every time the vessel sends, the topmasts complain.

SENEGA ROOT. The root of the *Polygala senega*, rattle-snake root. It is brought from N. America. It has a peculiar pungent flavor, and promotes the flow of saliva. In large

doses it nauseates and purges. It is now rarely used, unless in stimulating gargles.

SENNA LEAVES. The leaves of the *Cassia senna*. They are imported from Alexandria, whither they are brought from Upper Egypt. Scarcely any drug is so much adulterated; this is done by the admixture of other leaves. The true senna leaves are distinctly ribbed, thin, generally pointed, and when chewed have a peculiar nauseous flavor, and yield a dark brown infusion. The duty is 1d. per lb.

SENNET. A sort of flat braided cordage used for various purposes, and formed by plaiting five or seven rope yarns together.

SEQUESTRATION. In English law, a species of execution levied against a clergyman for debt. It is issued by the bishop of the diocese, and has the effect of applying the profits of the benefice till the debt is paid. Sequestration is also, in chancery, the setting aside from both parties the matter in controversy. Sequestration, in Scottish law, is similar to a fiat of bankruptcy in England.

SEQUIN. An Italian gold coin = 9s. 5d.; also a Turkish gold money worth from 7s. 6d. to 7s. 8d.

SERGE. A cloth of quilted woollen, extensively manufactured in Devonshire and other English counties.

SERGEANT-AT-LAW. The highest degree of common law below a judge, and all must proceed through this degree before attaining the office of judge. The court of common pleas is only open to sergeants as pleaders.

SERON. A buffalo's hide, used for packing drugs and other articles. Some serons are formed of pieces of wood joined with slips of bamboo.

SERVE, TO. In a naval sense, implies to do duty as an officer, or seaman on board ship. To *serve a rope*, is to wind round spun yarn, &c. by means of a mallet, to prevent it from being rubbed. The materials used for this purpose are called *service*.

SERVICE. A term given to all sorts of stuff, whether of old canvas, mat, plat, hide, parcelling, spun yarn, &c. when put round cables, &c., in order to preserve them from being chafed by the strain of the ship, or otherwise. The line or spun yarn being wound up in a ball, two or more turns are taken from it round the rope, confining the end under the turns; the mallet is then placed on the rope, and two or more yarns are passed round the rope and mallet, and round the handle; then turning the mallet, whilst another person passes the ball round the rope, it leaves the spun yarn on the rope, and draws it tight.

SEW. When spoken of a ship, is to rest upon the ground; and, while the depth of water around her is not sufficient to float her, she is said to be sewed by as much as the difference between the surface of the water and the ship's floating mark, or water line.

SEXTANT.—See *Quadrant*.

SHACKLES. A name given to the rings with which a port is secured, by hooking the port bars to them; also a sort of iron rings to hook tackles to.

SHADDOCK. A large species of citron, *Citrus decumana*, commonly cultivated both in the East and West Indies for the sake of the delicate subacid, juicy pulp, in which the fruit abounds. When at their greatest size they are called *Pomeloes* or *pompeleons*. The smallest form the *forbidden fruit* of the London markets. The shaddock is a tree about 20 feet high, with large glossy foliage, white and fragrant blossoms, and of considerable beauty, particularly when the large yellow fruit is ripe.



SHAGREEN. A particular description of leather made in Astracan and other places, and mostly dyed of a green color by solutions of copper. The skin after having been cleaned and deprived of its hair is covered with a hard seed, and then submitted to pressure; the seed makes indentations, and thus the grain upon the shagreen is formed. It is used to cover spectacle cases, small boxes, &c.

SHALLOONS. Loosely made woollen cloths, commonly used for lining coats.

SHALLOP. A sort of large boat with two masts, usually rigged like a schooner.

SHALLOW. A term synonymous with shoal, signifying that part of the water not sufficiently deep to sail over by vessels which are navigated in that place; there is however this difference, a shallow is never supposed to be dry, even at the lowest ebb; but shoals are often dry at low water.

SHANK OF AN ANCHOR. A term given to the beam or shaft of an anchor.

SHANK PAINTER. A short rope and chain; the latter is fastened to the topside abaft the cathead, and used to hang the shank and flocks of the anchor up to the ship's side.

SHAPE A COURSE. To direct or appoint the track of a ship, in order to prosecute a voyage. *To brace up sharp*, is to turn the yards to the most oblique direction possible, so as the ship may lie well up to the wind.

SHAWLS. Well-known articles of dress, manufactured of hair, silk, cotton or wool, but more frequently of silk and wool mixed. The chief seats of the shawl manufacture in Great Britain are Norwich and Paisley. A fine description of shawl, made of the hair of a species of goat, a native of the mountains of Thibet, is imported here under the name of Cashmere shawls; they are of extreme beauty of workmanship and of great price, sometimes as much as 100 guineas being given for one. They are chiefly imported from Bombay and Surat.

SHEATHING. A sort of casing or covering nailed all over the outside of a ship's bottom to protect the planks from the pernicious effects of the worms, particularly in hot climates. It consists of fir boards or deals of fir, or what is far preferable sheets of copper, which are now in general use.

SHEAVE OR SHIVER. The wheel on which the rope works in a block; it is generally formed of *lignum vite*, sometimes of brass, and frequently of both; the interior part, or that which sustains the friction against the pin, being of brass, is let into the exterior, which is made of *lignum vite*, and is then termed a sheave with a brass coak or bush. *Sheave hole*, is the channel cut in a mast, yard or timber, in which to fix a sheave answering instead of a block.

SHEEP SHANK. A sort of knot made on a rope to shorten it, and is particularly used on runners or ties, to prevent the tackle from coming block and block. By this contrivance, the body to which the tackle is applied may be poised much higher, or removed much farther in a shorter time. *To sheep shank*, is also a term used to shorten the topgallant back stays, &c. when the masts are struck.

SHEER. In ship-building, the longitudinal curve of a ship's deck or sides. *Sheer* is also the position in which a ship is sometimes kept when at single anchor, in order to keep her clear of it; hence to *break sheer*, is to deviate from that position and thereby risk the fouling of the anchor. *To sheer up alongside*, to approach a ship in a parallel direction. *To sheer off*, to remove to a greater distance.

SHEER HULK. An old ship of war cut down to the gun or lower deck, having a mast fixed in midships, and fitted with an apparatus consisting of sheers and tackles, to heave out

or in the lower masts of her Majesty's ships, particularly in the royal ports, as occasion requires.

SHEET. A rope fastened to one or both the lower corners of a sail, to extend or retain it in a particular station.

SHEET ANCHOR.—See *Anchor*.

SHELL LAC.—See *Lac*.

SHELVES. A general name given to any dangerous shallows, sand banks or rocks, lying immediately under the surface of the water.

SHEEBET. A liquor made of sugar, water and orange juice, with the addition of rose-water, or some other odoriferous ingredient.

SHERRY. A wine made from the grapes of Xeres in Andalusia. Genuine sherry is a rich dry wine, containing from 20 to 23 per cent. of alcohol; there are many varieties, and it is extensively imitated and adulterated.

SHILLING. An English silver coin, equal to 12 pence, or the twentieth part of a £ sterling. Many other countries besides England have a coin of this name; of these perhaps the Hamburg schilling is the best known. Its value is 1*d.* English.

SHINGLES. Thin pieces of wood, used instead of slates or tiles. Rustic paling is often made of oak or other wood split into shingles. When cut with a saw and not split, they are called by us feather-edged boards, generally thick at one edge and thin at the other.

SHIP. A general name given to all large vessels navigated on the ocean. In the sea language however it is more particularly applied to a vessel furnished with three masts; each of which is composed of a lower mast, topmast, top gallant mast and royal mast, with the yards and other machinery thereto belonging. A *ship cut down* implies one which has had a deck cut off from her, whereby a three-decker is converted into a two-decker, and a two-decker becomes a frigate. A *ship raised upon* is one whose dead works have been heightened by additional timber. *Admiral's ship*; any ship bearing the admiral's flag. A *ship of the line* is usually applied to all men-of-war carrying sixty guns and upwards. Of late however our fifty-gun ships have been formed sufficiently strong to carry the same metal as those of sixty, and accordingly may fall into the line in cases of necessity in time of action. The terms merchant ship, prison ship, receiving ship, store ship, transport ship, troop ship, ship of war, &c., declare their own meaning. *To ship*, is to embark any person, or put ammunition, stores, &c. aboard ship; also to receive water over the decks of a ship, as *We shipped a heavy sea*. *To ship* also implies to fix any thing in its place, as *ship the oars*, that is, place them in their rowlocks; *ship the tiller*, that is, place it on the head of the rudder.

SHIFFOND, SHIFFUND. A continental weight varying much in different places.

SHIP'S HUSBAND. The agent or commissioner for the owners; his duties are to arrange every thing for the outfit and good order of the ship, stores, repairs, &c.

SHIP-SHAPE. According to the fashion of a ship, as the mast is not rigged ship-shaped, or in a seaman-like manner.

SHIPPING. A number of vessels lying near each other, as we say, the harbour is crowded with shipping.

SHIPPING ORDER, is a written mandate directed by a merchant to his lighterman, ordering him to receive and put on board a certain ship the goods specified in the order.

SHIPWRECK. The destruction of a vessel that is driven among rocks or stranded on a lee shore, with an intermediate space between it and the land. If there be not water between the ship and shore, the vessel is said to be stranded and not wrecked.

SHIVER, when said of a sail, to shake or flutter in the wind, as being neither full nor aback, but in a medium between both.

SHOAL. A term synonymous with shallow; thus shoal water and shallow water are of the same meaning.

SHOES. Coverings for the foot, but distinguished from boots by not covering the ankles; boot shoes are of intermediate height. They form a considerable article of export to our colonies, and of some importation from France. They are subject to various duties, according to their character and size, as follows:—

Women's Shoes and Boot Shoes	10 <i>s.</i> 4 <i>d.</i> dozen pairs.
Girl's ditto	$\frac{2}{3}$ of the above.
Men's Shoes	14 <i>s.</i> 4 <i>d.</i> dozen pairs.
Boy's ditto	$\frac{2}{3}$ of the above.

SHOE THE ANCHOR. To cover the flocks of it with large triangular pieces of plank, intended to give the anchor greater hold on a sandy or muddy bottom.

SHOOT A BRIDGE. To go through that part of a bridge through which the main current runs.

SHOP. A place for the sale of commodities by retail. Shops are uncommon in America, goods being sold at *stores* or properly warehouses, while in the east they are accumulated in markets or bazaars.

SHORE. The general name for the sea coast of any country.

SHORTEN. When used speaking of a ship's sails, is to take in sail, or reduce or slacken the speed of the vessel.

SHRIMP. (*Crangon vulgaris*.) A crustaceous animal common on the shores of England, and brought in large quantities to Billingsgate, chiefly from Gravesend, Lynn, Boston, Leigh, and the Isle of Wight. They are in season throughout the year, though the chief demand is in the summer months.

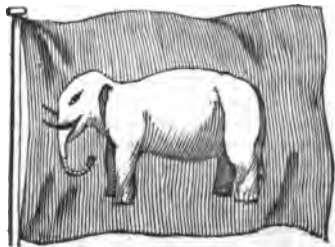
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SHROUDS. A range of large ropes extended from the mast heads to the right and left sides of the ship, to support the masts, and enable them to carry sail. *Bentinck shrouds*, are strong ropes seized on the futtock staves of the lower rigging, and extending to the opposite channels, where they are set up by means of dead-eyes and lanyards, in the same manner as the other shrouds. Their use is to relieve or support the masts when the ship rolls. *Bowsprit shrouds*, are shrouds put over the head of the bowsprit, and extended on each side to the ship's bows to support the former. *Bumkin shrouds*, are strong ropes fixed as stays or supports to the bumkin ends, to prevent their rising by the efforts of the fore tacks upon them. *Futtock or foot-hook shrouds*, are pieces of rope communicating with the futtock plates above and the cat-harpings below, and forming ladders whereby the sailors climb up to the top brim. *Topmast shrouds* are extended from the topmast heads to the edges of the tops. *Top-gallant shrouds* are extended to the cross trees.

SHRUB. A liquor of two varieties; one called rum shrub, made of rum, lime juice, sugar and water. The other called brandy shrub, of brandy, orange juice, sugar and water.

SHUT IN, To, is said of landmarks or points of land, when one is brought to cover the other, or intercept the view of it.

SIAM. A state in the peninsula of India, surrounded by China, Assam, Birmah and Gulf of Siam. The capital and chief seaport is Bangkok, on the river Meinam, in lat. $13^{\circ} 58' N.$, and long. $100^{\circ} 34' E.$ The kingdom is healthy and productive, and carries on a considerable trade with China and with Singapore. The Siamese import from the latter, cotton goods, opium, hardware, and a general assortment of European and Indian commodities for their own use, or for the Chinese market; and from China, coarse crockery and chinaware, teas, raw and wrought silks and silver; giving in return for them, black pepper, sugar, stick lac, sapan wood, cardamons, cotton, wool, rice, hides, gamboge, and wood for furniture. The following is the flag of Siam:—

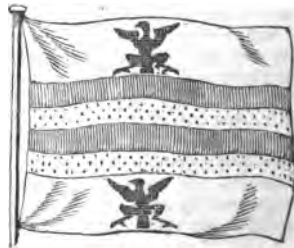


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The ordinary measure is the catty = $2\frac{1}{2}$ lbs. avoirdupoise, being double the Chinese catty. The pecul contains 50 catties. The fathom of 4 cubits or 8 spans = $6\frac{1}{2}$ feet English. The circulating medium is silver and cowrie shells. The general coin is the tical, which weighs 236 troy grains, and is worth 2s. 6d. sterling; 1 tical is equal to 6400 cowries.

SICCA. A particular weight of India, used for gold and silver. The rupees of India were originally of this weight, and such rupees, whatever be their real weight, if they contain a sicca or $179\frac{1}{2}$ grains of pure silver are called *sicca rupees*, in opposition to the *standard rupee*.—See *Rupee*.

SICILY. A large and fine island of the Mediterranean, forming with the Neapolitan territory the kingdom of the Two Sicilies. The island is extremely fertile, well watered and healthy. Processes requiring much labor are but little attended to; hence corn, oil, olives, &c. are grown in scarcely greater quantity than is required for home consumption, and manufactures are almost unknown. The exports consist principally of sumach, fruits dry and preserved, oranges and lemons, wines and spirits, sulphur, some oil, together with manna, linseed, liquorice paste, rags, salt, barilla, &c., of which Britain takes about one quarter the whole. The imports are sugar, coffee, cottons, yarns, wool and woollens, silks and linens, hides, hardware, earthenware, &c., which are mostly brought from England, France, the United States and Genoa. The flag of Sicily is as follows:—



The principal gold coin is called oncia or ounce, worth about 10s. 3d. The silver coins current are the ducats, worth 1s. 8½d. Neapolitan ducat 3s. 5½d., and the Sicilian dollar or scudo worth 4s. The salm of land = $5\frac{1}{2}$ imperial acres. The tonna wine measure = 31·24 imperial gallons. The salma general corn measure = 7·61 imperial bushels. The cantaro grosso = 192·53 avoirdupoise lbs. The Sicilian lb. of 12 oz. = 4901 grains troy; hence 100 Sicilian lbs. = 70·01 lbs. avoirdupoise. The Sicilian ship ton = 94 French feet.

SIDE TREES. In mast-making, are the lower main pieces of a made-mast. — See *Mast*.

SIDNEY OR SYDNEY. The seat of government, and chief commercial emporium of New South Wales, situated on the eastern coast, in lat. $33^{\circ} 51' S.$, and $151^{\circ} 14' E.$ long., on the south side of the magnificent inlet, called Port Jackson or Botany Bay. It is well built, and beautifully situated, partly in a valley and partly on ground sloping upwards from the sea. The houses having most of them gardens attached even in the heart of the town, occasion it to occupy considerable space. The inlet of Port Jackson affords excellent anchorage and protection to shipping, and is so deep that at Sidney the vessels come close up to the wharfs. It is also navigable to Paramatta, 15 miles above. The exports in 1840 amounted to £1,251,544, whereof wool, timber, &c. equalled £562,172; oil and whalebone £265,920; and goods re-exported £423,452. For other particulars, see *New South Wales*.



SIERRA LEONE. A country of Western Africa, distinguished for the colony formed there by the British nation, rather from motives of humanity, than from those of commercial advantage. The country equals in point of utility that of any other in this part of Africa. It consists generally of one interminable forest, portions of which only are cleared for cultivation. Rice is grown as the food of the rich, and millet, yams and bananas as food for the poor. The fruits are varied and abundant. Free Town, the principal place on the colony, has an excellent harbour on the river Sierra Leone, about 6 miles from the sea, lat. $8^{\circ} 32' N.$ It has about 14,000 inhabitants. The commerce is intermixed with that of the Gambia, and of the Gold Coast, all parts of the same country. The products of these places are gold dust, gum senegal, palm oil, wax, ivory, teak, cam wood, hides,



ground nuts, &c. The preceding is the colonial seal.

SILK. A fine glossy thread, spun by various species of caterpillar of the *Phalena* genus. Of these the *Phalena atlas* produces the greatest quantity, but the *Phalena bombyx* is that commonly employed for this purpose in Europe. The silkworm, when it has attained the fullest size of its caterpillar state, proceeds to inclose itself in an oval-shaped ball, or cocoon, which is formed by an exceedingly slender and long filament of fine yellow silk, emitted from the stomach of the insect, previous to its assuming the chrysalis state. *Raw silk* is produced by the winding off at the same time several of the balls or cocoons, which are immersed in hot water to soften the natural gum on the filament, on a common reel, thereby forming one even uniform thread. When the silk is dry it is taken from the reel and made up into hanks, but before it is fit for weaving, and in order to enable it to undergo the process of dyeing, without furring up or separating the fibres, it is converted into one of three forms, viz: singles, tram, or organzine. *Singles* is formed of one of the reeled threads being twisted in order to give it strength and firmness. *Tram* is formed of two or more threads twisted together. In this state it is commonly used in weaving, as the *shoot* or *weft*. *Thrown silk* is formed of two, three, or more singles, according to the substance required, being twisted together in a contrary direction to that in which the singles themselves are twisted. This process is called *organizing*, and the silk so twisted *organzine*. The quantity of silk consumed annually in this country is between 4 and 5 millions of lbs., and the silk manufacture is estimated to employ about 200,000 persons. Silk is imported from Bengal, China, Italy and Turkey, and in smaller quantities from Holland and the United States. The duty upon importation is as follows:—

		F. C.	B. P.
	s. d.	s. d.	s. d.
Knubs, husks and waste silk.	¢ cwt	1 0	0 6
Raw silk	¢ lb.	0 1	0 1
Thrown silk (not dyed,) singles, tram or organzine.	¢ lb.	1 0	0 6
The same, (if dyed)	"	2 0	1 0
Silk or satin woven	"	11 0	
Or at the option of the officers 25 ¢ cent. on the value.			

Silk brocaded or figured, ¢ lb. 15s, or 30 ¢ cent.

See *Gauze, Velvet, Ribbons, Millinery, &c.*

SILK GUT OR SILKWORM GUT. A thick silk thread, formed by the Chinese from the silkworm bag, and used by us as a strong, transparent thread, wherewith to terminate fishing lines.

SILVER. (*Argent* Fr. *Silber* Du. *Silber* Ger. *Argento* Ital. *Prata* Por. *Serebro* Russa. *Plata* Spa. *Nokra* Per.) A white,

malleable and ductile metal, of a brilliant lustre when polished, and soft when pure. It is not altered by air or moisture, but soon blackens by exposure to sulphur and various gases. The numerous uses and applications of silver are well known. In its pure state it is too soft for coin, plate, and most ornamental purposes, and is therefore in such cases alloyed with copper, by which in proper proportion its color is not materially impaired, and it is considerably hardened. The standard of our silver coin is an alloy of 11 oz. 2 dwts. of pure silver, and 18 dwts. of copper to the lb. troy, and this weight is coined into 60 shillings. Silver occurs in the native or metallic state in fine filaments disseminated through rocks, but chiefly in veins in primitive and secondary mountains. It also occurs in combinations with other metals, and with sulphur. The great source of supply is Mexico, but considerable quantities are also obtained in Peru and other parts of South America, Russia, Austria and Norway. In England it is found in small quantities in the lead mines.

SIMARUBA. The tough, fibrous, bitter bark of the *Quassia simaruba*. It is imported in bales from the West Indies, and is used in medicine as a tonic.

SIMPLE CONTRACT. This is a term used to distinguish debts due for money lent, or goods sold and delivered, book debts, bills of exchange, promissory notes, &c., from debts due upon specialties or contracts under seal, as bonds, deeds, &c.

SINGAPORE OR SINGAPURA. Capital of a small island at the southern extremity of Malacca, lat. $1^{\circ} 15' N.$, long. $105^{\circ} E.$ It was ceded to the East India Company in 1819. The town stands on a point of land near a bay, affording a safe anchorage at all seasons, and commanding the navigation of the Straits of Malacca. The island of itself yields little either as natural or manufactured produce, but is so situated as to be an emporium for the whole commerce of the Eastern Islands, and as a resting place for shipping between India and China, being in the direct course for vessels to and from China and Europe, &c., and immediately connected with the rich peninsula of Malacca, Siam, Batavia, &c.



At Singapore there are no duties, either of

export or import, nor harbour nor shipping dues. The articles found in the market are infinitely varied, and comprise not merely all Chinese and Indian produce, but much of a European character also; of the latter kind, particularly piece goods, fire-arms, hardware, &c. Accounts are kept in Spanish dollars divided into 100 cents, and also in rupees. British weights and measures are generally employed in disposing of European commodities.

SIXPENCE. An English silver coin.

SIZE. A viscid preparation, formed from the scraps of skins, leather, parchment, hoofs and other animal matter, by boiling them in water until the glutinous parts are dissolved; the liquid is then strained, and being set aside to cool and solidify by evaporation, forms a hard but very tenacious mass, useful in uniting various materials together. There is a very different preparation called gold size, which is an inspissated and tenacious oil, or varnish, used to make gold leaf adhere to wood and iron work in the process of oil gilding.

SKERT. A sort of long scoop, used to wet the decks and sides of a ship, in order to keep them cool, and to prevent them from splitting by the heat of the sun; it is employed in small vessels to wet the sails, to render them more efficacious in light breezes; this operation is sometimes performed in large ships by means of the fire engine.

SKIFF. A small light boat resembling a yawl; also a wherry without masts or sails, usually employed to pass a river.



SKINNER'S COMPANY. This fraternity, the sixth of the great London companies, was incorporated by letters patent of the 1 Edw. III. (1327) by the appellation of the "Master and Wardens of the Guild or Fraternity of the Body of Christ of the Skinners of London," which was confirmed by Henry



VI. (1438.) The government is vested in a master, 4 wardens, and 68 assistants. It is a rich company, who take no quarterage. They have been honored by having in their fraternity 6 kings, 5 queens, 1 prince, 9 dukes, 2 earls and a baron. The hall is on Dowgate Hill. The crest and arms are as represented.

SKINS. The coverings to the muscles of all animals comes properly under this denomination, but in commerce the term is restricted to the coverings of such animals as are of a small size, and which are wanted for the sake of the leather only, and not for the sake of the fur, although it may be required sometimes to retain this upon them. Thus sheep-skins may be dressed as leather, without their wool, or as mats and retain their wool. The skins of large animals are called hides. The skins imported, with the duty upon each respectively is as follows:—

	F.	C.	B. P.
	s.	d.	s. d.
Goat skins, undressed	12..	0 3	0 2
" dressed	5	0 2	6
Kid or lamb, undressed	100..	0 4	0 2
" dressed	5	0 2	6
Kid, dressed and colored, ...	10	0 5	0 0
Lamb, dressed in oil	40	0 20	0 0
Sheep, undressed, in the wool	12..	0 6	0 3
" tanned or tawed	100..	12 0	6 0
" dressed in oil	20	0 10	0 0
Skins and Furs, undressed or enumerated, 5			cent.
" dressed in any way	£100..	£10 or £5.	
" manufactures thereof, ..	£20 or £10.		

SKIPPER. A familiar name derived from the Dutch, and given to the masters of small merchant vessels.

SKIPUND.—See *Shipfond*.

SKY SCRAPER. A small triangular sail, generally made of canvas, and sometimes set above the royal top gallants.

SLAB LINE. A small cord passing up behind a ship's mainsail or foresail, and being reeved through a block, attached to the lower part of the yard, is thence transmitted in two branches to the foot of the sail, to which it is fastened. It is used to truss up the sail, but more particularly for the convenience of the steersman, that he may look forward beneath it as the ship advances.

SLACK, implies a decrease in tension or velocity; as *Slacken the lanyards of our mainstay*—The tide slackens, &c. *The slack of a rope*, is that part which hangs loose, as having no strain or stress upon it. *Slack rigging*, implies that the shrouds, stays, &c. are not so firmly extended as they ought to be. *Slack in stays* signifies slow in going about. *Slack water*, the interval between the flux, and reflux of the tide, or during which the water apparently remains in a state of rest. *Slack*, the period of a transitory breeze of wind, or the length of its duration.

SLATE. A stone of a compact texture, and laminated surfacesplitting into fine plates. There are four species distinguished by their colors, white, blue, red and black. It is the last kind which is used to cover houses and to write upon.

SLING, To, is to hoist or lower the boats, casks, ordnance, or any other weighty body by means of slings for that purpose. *To sling the yards for action*, is to secure them close up by means of iron chains, which are not so liable to be cut through by the enemy's shot as rope.

SLINGS. A rope fitted to encircle a cask, jar, bale or case, and suspend it whilst hoisting or lowering. There are various sorts of slings, according to the weight or figure of the object to which they are applied.

SLOOP. A small vessel furnished with one mast, the mainsail of which is attached to a gaff above, to the mast on its foremost edge, and to a boom below. It differs from a cutter by having a fixed steering bowsprit and a jibsail, nor are the sails generally so large in proportion to the size of the vessel.

SLOPS. Wearing apparel supplied to seamen when necessary.

SMACK.—See *Fishing Boat*.

SMALT. A fine blue color produced by oxydizing the metal cobalt, when vitrified it is alone called smalt; when in a state of powder it is called zaffre, azure blue, powder blue, &c. It is employed in many arts and manufactures, particularly in giving a blue tint to paper and linen.

SMART TICKET. A certificate of a seaman's having received a wound or hurt.

SMOKE SAIL. A sail hoisted against the foremast when a ship sides head to wind, in order that the smoke of the galley may ascend above it, and not inconvenience those on deck.

SMUGGLE. To illegally import or export goods, without paying the customary duties thereon. A person or a ship engaged in such a trade being called a smuggler.

SMYRNA. A city on the western coast of Natolia, situated at the bottom of a deep gulf, about 50 miles from the sea, in a delightful country, lat. 38° 28' N., and long. 27° 8' E. The quarter called the Frank quarter is the pleasantest part of the city, and lies entirely on the sea. The trade is great, and the bay capacious, the anchorage excellent, and the water so deep that ships come up to the quays. The principal articles of import consist of grain, furs, &c. from Odessa; cotton, silk and woollen goods, coffee, cochineal and dye woods, glass, &c. from Great Britain, France, America, &c. The principal exports are raw silk and cotton, fruits, opium, rhubarb, drugs, oil, madder, Turkey carpets, wool, wax, &c.

SLAKING. The act of winding a small rope around a larger one, so that it shall lie

in the hollows between the strands of the latter. It is frequently termed worming.

SNAKE ROOT. The root of the *Aristolochia serpentaria*, a native of Virginia. It is a fibrous, aromatic root, of a bitter flavor. The infusion is occasionally used as a tonic and a diaphoretic, and is with advantage added to quinine and the Peruvian bark.

SNAKE WOOD, LETTER OR SPECKLED WOOD, is used at Demerara, Surinam, and along the banks of the Orinoko, for the bows of the Indians. The color of the wood is red hazel, with numerous black spots and marks, which have been tortured into the resemblance of letters, or of the scales of the reptile. When fine it is very beautiful, but it is scarce in England, and chiefly used for the most expensive walking sticks. The pieces that are from 2 to 6 inches diameter are said to be the produce of large trees, from three to four times those diameters, the remainder being sap. The above must not be confounded with the snake wood of the West Indies and South America, the *Cecropia*, of which there are three species, all furnishing trees of straight and tall growth, and a wood of very light structure, presenting sometimes distinct and hollow cells. The balsam or floats, used by the Indians of South America, for fishing, &c., are very commonly constructed of this wood.

SNOW. A vessel with two full sized masts, and one which is smaller than the usual mizen mast, and carrying but one sail.

SOAP. (*Sæbe* Da. *Zeep* Du. *Savon* Fr. *Seife* Ger. *Sapone* Ital. *Sapo* Lat. *Sabao* Por. *Mulo* Russ. *Jabon* Spa.) A substance used in washing, made of a *lixivium* of vegetable alkaline ashes, and any unctuous substance. The greatest quantities of soap are made in Spain, Portugal, France, Italy, and Tunis, olive oil being in those countries most plentiful. Soaps may be divided into first, fine white soap, scented soaps, &c.; second, coarse household soaps; third, soft soaps. The materials used in the manufacture of white soaps are olive oil and soda, the latter made caustic by the addition of lime. Water being added to the alkali a solution is obtained, called *soap lye*. The oil and weak lye are first boiled together, and portions of stronger lye gradually added, until the soap begins to separate from the water. Some common salt is then added to promote this separation; afterwards the fire is withdrawn, and the soap allowed to rest and collect itself together. When perfect, it is put into wooden moulds or frames, and when stiff enough to be handled it is cut into oblong slices, and dried in an airy room. *Common soaps* are generally a mixture of soda and tallow. *Yellow soap* has a portion of rosin added to the lye. *Black soap*, used in scouring cloth, &c., is made of the coarsest

fatty materials. *Soft soaps* are made with potass, instead of soda, and generally fish oils. When soap is dissolved in alcohol, and again solidified, it forms *transparent soap*. The great seats of the soap manufacture in Britain are Liverpool, London, Runcorn, Bristol, Bromsgrave, Brentford, Hull, and Glasgow. In 1839, the quantity of hard soap that paid duty was 154,796,853 lbs.; of soft soap, 14,874,963 lbs. Soap makers are under the inspection and control of the excise, with the following regulations:—Every soap maker is to make entry of his premises and utensils, and to mark and number the same. He must provide sheds or watch-boxes for the accommodation of the officers, also covers for his coppers and other vessels, with proper fastenings thereto, and no secret pipe leading therein. Six hours' notice is to be given for unlocking coppers, between 6 a. m. and 6 p. m., and twelve hours for unlocking them at any other time, with a variety of other regulations, for which see *Bateman's Excise Officer's Guide*, the best and cheapest book for excise regulations of all businesses. The duty upon hard soap, made in Great Britain or brought from Ireland, is 1½d. per lb. Soft soap, 1d. per lb. Soap maker's licence, £4 annually. Upon the exportation of soap the duty is allowed as a drawback. The duty upon imported soap is as follows:—

	F. C.			B. P.		
	£.	s.	d.	£.	s.	d.
Hard soap per cwt.	1	10	0	1	0	0
Soft ditto..... "	..	1	0	0	15	0
Naples ditto..... "	..	2	16	0	2	10

SODA. A vegetable alkali, formed from sea water, and from all kinds of marine vegetables.—See *Barilla*.

SOCOTRINE ALOES.—See *Aloes*.

SOLDER. A metallic composition used in uniting other metals together.

SOLDI. A money of account of some parts of Italy, about equal to the English shilling, and subdivided into 12 denari or pence.

SOLICITOR. A person qualified to practice in the court of chancery, as attorneys are in the common law courts. As the term solicitor is considered to imply a superior qualification, attorneys are very apt to call themselves solicitors, although not entitled to the designation. The solicitor-general is an officer of the crown, who assists the attorney-general in carrying on the legal business of the government.

SOMA. A liquid measure of Italy = 18 gallons.

SOUCHEONG TEA.—See *Tea*.

SOVERAIN. An Austrian gold coin, worth £1 7s. English.

SOVEREIGN. The largest ordinary gold coin of England, worth 20s. There are half-sovereigns and double sovereigns, but these

latter are very seldom seen in circulation. The standard weight of the sovereign is 5 dwts. 3·27 grains, or 123·374 grains. It is current by proclamation if it weighs 5 dwts. 2½ grains, and the half sovereign 2 dwts. 13½ qrs.

SOUND. A strait or inlet of the sea, between two capes or headlands, particularly applied to the celebrated strait between the German Ocean and the Baltic. *To sound*, is to try the depth of the water and the quality of the ground by means of a plummet let down from a ship to the bottom.

SOUNDINGS. A name given to the specimens of the ground, a piece of tallow being stuck to the foot of the plummet, which striking against the bottom occasions the sand, mud, &c. to adhere. *In soundings*, implies that the bottom of the water is of such a depth that it may be reached by the lead.

SOUTH. One of the four cardinal points, opposite to the north.

SOUTHAMPTON. An ancient borough and sea-port of England, situated 74 miles from London. A considerable trade is carried on in this port with Russia, Portugal, Sweden, and different parts of the Baltic, and with Guernsey, Jersey, &c. The chief articles of import are wines, fruits, iron, hemp, pitch, tar and timber. There is also a trade with Newcastle for coals, and with Wales for iron and slates. The harbour, which is spacious, affords accommodation for ships at all times to ride at anchor in perfect security. During the busy season of the year, steam packets are constantly communicating with Havre, the Channel Islands, the Isle of Wight, Portsmouth, and other places, and coasting vessels are leaving daily to all parts of the country.

SOUTH AUSTRALIA. A British colony extending from 132° to 141° E. long., and from the south coast of New Holland to the Tropic of Capricorn. The chief town and seat of government is Adelaide, 6 miles from which is the creek, connected with the Gulf of St. Vincent, which affords good accommodation to shipping. The whole of the money received for public lands is expended in conveying labourers over to the colony. The

colony has been too-recently established for the inhabitants to attend to more than their own subsistence, and getting their lands in order. The great want of water in the summer season seems to be the greatest hindrance to the success of the Australian colonies. The preceding is the seal of South Australia.

SOUTHING. In navigation, the difference of latitude made by a ship which is sailing towards the south.

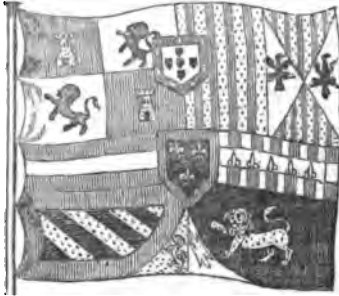
SOW. In the iron works, the name of the lump or block of metal they work at once in the iron furnace.

SOY. A celebrated sauce prepared in China and Japan from a particular species of bean. Its color is invariably brown. Soy should be chosen of a good flavor, not too salt or sweet, of a good thick consistence, yet clear; when shaken in a glass, it should leave a coat on the surface, of a bright yellowish brown color; if it does not, it is an inferior kind. It is extensively counterfeited.

SPAIN. This fine and extensive country, situated with Portugal at the south western extremity of Europe, is not more remarkable for its natural resources than for the little advantage obtained from them, owing to the indolence and bigotry of the inhabitants, the instability of the government, and the unwise restrictions imposed upon all commercial transactions. The Bay of Biscay, which washes its northern coast, offers great facilities for commerce with the northern nations of Europe, while the east and south are no less open to the Mediterranean. The harbours and bays of Alicante, Cadiz, and Corunna, are among the best in the world. The fertile soil, wherever it is well watered, produces abundance of plants with little cultivation. The finest wines, such as Alicante, Sherry and Malaga are exported; the commoner kinds consumed at home. Agriculture is in a very backward state, and Spain does not produce wheat enough for her own consumption. The principal productions are cork, olives, saffron, anise, soda, nuts, &c. The breeding of Merino sheep for the sake of their wool is very extensively pursued, to the injury of tillage. Valentia produces much silk. Andalusia fine horses and mules. The gold mines of Spain have long ceased to be worked, but iron, copper, tin and lead are still obtained, as are also silver and quicksilver; the latter at the mines of Almaden in considerable quantity. Sea and mineral salt are abundant. The manufactures are almost confined to woollens, silk stuffs, iron and steel wares, blankets, Cordovan leather, hats, sail-cloth, glass, and inferior china ware. The commerce has undergone a complete change since the declaration of independence of Mexico, Peru, Venezuela, and other of the former colonies of Spain. All that she retains now of all her splendid foreign pos-



sessions are, in Asia, the Philippine Islands, and the Carolinas; a few towns on the North Coast of Africa, the Canaries, and three islands on the coast of Guinea; in America, Cuba and Porto Rico. The royal standard, given beneath, shows by its quarterings the proud name and bearing which the Spanish monarch lays claim to.



The naval force is very small, consisting of only six ships of the line, twelve frigates, and a varying number of smaller vessels. Both the war flag, and that of the merchantman are given beneath; the latter being on the left hand. (For other particulars, see *Barcelona, Cadiz, &c.*)



The gold coins are the quadruple pistole or doubloon of 8 escudos d'oro = 320 reals vellon; the coronilla or gold dollar = 20 reals vellon, or hard dollar, which is the largest silver coin, and worth 4s. 2½d.; the others are the ½ dollar, or escudo vellon; also the ¼ dollar or Mexican peseta; the ⅓ dollar or provincial peseta; the ⅕, ⅙, and ⅛ dollar, the latter called the real vellon = 2½d. sterling. In copper, double quartos of 8 maravedis vellon; quartos, ochaves, or new maravedi of plate and maravedi of vellon. The ducat, pistole, and dollar of plate, are monies of exchange merely, and not coins. The gold and silver weight is the Castilian mark = 3550½ troy grains. The lb. equals 9,216 Spanish or 7,101 troy grains. The arroba of 25 lb., and the quintal of 100 lb. = 25·36, and 101·44 avoirdupoise respectively. The apothecaries weight is the same as the above. The Spanish foot = 11·128

imperial inches. The vara or Castile ell = 33·38 imperial inches. The estada or fathom is 6 feet. The league of 5000 varas = 4637 imperial yards. The arancada or acre = 5,377½ varas or 3 imperial roods, 33 poles nearly. The cantara wine measure = 3·54 imperial gallons. The fanega corn measure = 1·55 imperial bushels, and 100 fanegas = 19½ imperial bushels. Numerous other weights and measures are used in the provinces.

SPANKER BOOM. The same as driver boom.—See *Driver*.

SPARS. Masts, yards, &c., or timber adapted for such.

SPA WARE. A general name for German toys, from their being made principally at Spa, in the Netherlands. The duty is 15 per cent. *ad valorem*.

SPAN. A space of 9 inches.

SPECIE. Current coins or bullion, as opposed to paper money.

SPELTEN.—See *Zinc*.

SPERMACETI. A white, unctuous, flaky substance, prepared from the oil and brains of a species of whale, called *Physeter macrocephalus*. This species is smaller than the common whale, but has a head proportionably much larger, amounting to about ⅓ the bulk of the whole body. Good spermaceti is in fine white flakes, glossy and semi-transparent, soft and unctuous to the touch, yet dry and friable, in taste somewhat like butter, and of a faint smell like that of tallow. Spermaceti burns with a brilliant flame, without smell, and is used in the manufacture of candles, and for medicinal purposes. Spermaceti oil is more pure, and burns more perfectly and brilliantly than common whale oil, and it is accordingly much used for the better kind of lamps. The duty upon refined spermaceti is 25 per cent., but none is imported except in its raw state, when the duty is 1s. per ton of British fishing, but £15 per ton if of foreign.



Spermaceti Whale.—*Physeter macrocephalus*.

SPICES. All those drugs which have hot and aromatic qualities; see the terms *Cinnamon, Cloves, Pepper, Pimento, Ginger, Mace* and *Nutmegs*, which are the chief spices used in this country.

SPIRIT. All inflammable liquors produced by fermentation, and afterwards distillation, all containing alcohol as their base, but most usually partaking of some peculiar flavor derived from the nature of the substance whence obtained. (See the terms *Arrack*,

Brandy, Gin, Rum, Alcohol, Whiskey, &c. : also for the general manufacture and purification of these, see *Distiller* and *Rectifier*.) The sale of spirits in this country is subject to numerous excise regulations, and which are necessary because of the immense consumption of the article, and the large amount of revenue derived from it. The following are the principal, not previously given under *Distiller* and *Rectifier*. The duty upon each gallon manufactured in England, or brought here from Scotland, at a strength called hydrometer proof, shall be 7s. 10d. In Scotland 3s. 8d., unless when brought to England. In Ireland 3s. 8d., but when brought to England 7s. 10d. Every dealer in spirits, not being a retailer, pays in England for a yearly licence £10. Every retailer in England pays for his yearly licence according to his rental. If rated at

	£.	s.	d.
£10 or under	2	0	0
10 to £20	4	4	0
20 and under 25	6	6	0
25 " 30	7	7	0
30 " 40	8	8	0
40 " 50	9	9	0
50 and upward	10	10	0

The duty upon unsweetened spirits, imported from abroad, is as follows:—

	£.	s.	d.
If not the produce of British possessions	1	2	6
The produce of British colonies in America	0	9	0
The produce of the E. Indies	0	15	0
Sweetened spirits from foreign countries	1	10	0
Ditto from our colonies	1	1	0
Liqueurs, if colonial	0	9	0

Rum and its compounds have their particular regulations.—See *Rum*.

SPIRITS OF WINE.—See *Alcohol*.

SPLICE, TO, is to join the two ends of a rope to any part thereof, by interweaving the strands in a regular manner. There are several methods of making a splice, according to the services for which it is intended; all of which are distinguished by particular epithets, as *short splice* is made by untwisting the ends of two ropes, or the ends of one rope, and, having placed each of the strands of one opposite to, and in the interval between two strands of the other, to draw them close together; and then interweave the strands of one into the alternate strands of the other, by penetrating the latter with a fid or marline-spike, parallel to the axis or length of the rope. This splice is used on the cables, slings, block-straps, and in general all ropes which are not intended to run through blocks, or where the splice is not in danger of being loosened or separated.

Long splice occupies a greater extent of the rope; but, by the three joinings being fixed at a distance from each other, the increase of bulk is also divided; hence it is much neater and smoother than the short splice, and better adapted to run through the channel of a block, &c., for which use it is generally calculated. *Eye splice* forms a sort of eye or circle at the end of a rope, and is used for splicing in thimbles, bull's eyes, &c., and sometimes on the ends of block-straps: the strands are, therefore, untwisted, and their extremities thrust through the three strands in that part of the rope whereon the splice is to be formed, and thence passing over the surface of the second strand, they are again thrust through the third, which completes the operation.

SPONGE. (*Eponge* Fr. *Schwamm* Ger. *Spugna* Ital. *Ifenj* Arab.) A light, porous, elastic, brownish yellow substance, procured by divers, chiefly in the Greek Archipelago and Red Sea, and of an inferior description from the West Indies. It is an animal substance, and when burnt has an animal smell. Sponge is used for domestic purposes, in the arts, and in surgery.

SPRAT. A small fish, (*Clupea sprattus*.) found in immense shoals on various parts of our coasts at the approach of the winter months, particularly the coasts around the South of the Thames and Forth, and the eastern coast of Ireland. So abundant is the supply of this small fish in November and December, that it not merely affords an article of extensive consumption by the lower orders of London and elsewhere, but is even used by whole ship loads for manuring the land. The fishery for sprats for this latter purpose is not conducted with that care to preserve the fish, and rapidity of bringing them to market, which is necessary when required for food.

SPRAY. The sprinkling of the sea, which is driven from the top of a wave in stormy weather.

SPRING. A crack running transversely or obliquely through any part of a mast or yard; so as to render it unsafe to carry the usual quantity of sail thereon. *To spring a leak*; a ship is said to spring a leak, when by any accident the water passes through a breach in her sides or bottom into the hull. *Spring tides*, the periodical excess of the elevation and depression of the tide.

SPRIT. A small boom or pole which crosses the sail of a boat diagonally, from the mast to the upper aftmost corner, which it is used to extend and elevate. The lower end of the sprit rests in a sort of wreath, called the snotter, which encircles the mast at that place. Sails of this kind are accordingly called sprit sails. *Sprit sail* is also a sail attached to a yard which hangs under the bowsprit.

SPUN YARN. A small line or cord formed of two or three rope yarns twisted together by a winch. The yarns are usually drawn out of the strands of old cables, and knotted together and tarred. It is employed for several purposes, particularly to fasten one rope to another, to seize block straps to the shrouds, and to serve ropes which are liable to be chafed, &c.

SPURS, are pieces of timber fixed on the bulge-ways, their upper ends being bolted to the ship's side above water, for the security of the bulge-ways. *Spurs of the beams*, in ship-building, are curved pieces of timber, serving as half beams to support the decks, where a whole beam cannot be placed on account of the hatchways.

SQUADRON. Implies a detachment of ships employed on any particular expedition, or the third part of a naval armament.

SQUALL. A sudden and violent gust of wind, usually occasioned by the interruption and reverberation of the wind from high mountains. These are very frequent in the Mediterranean, particularly that part of it which is known by the name of the Levant, as produced by the repulsion and new direction which it meets with in its passage between the various islands of the Archipelago. A *black squall*, one attended with a dark cloud, diminishing the usual quantity of light. A *white squall*, in contradistinction to black, produces no diminution of light. A *thick squall*, is accompanied with hail, sleet, &c.

SQUARE. A term peculiarly appropriated to the yards and their sails, either implying that they are on right angles with the mast or keel; or that they are of greater extent than usual. Thus when the yards hang at right angles with the mast, they are said to be square by the lifts; when they hang perpendicular to the ship's length, they are called square by the braces; but when they lie in a direction perpendicular to the plane of the keel, they are square by the lifts and braces; or, in other words, they hang directly across the ship, and parallel to the horizon. The yards are said to be very square, when they are of extraordinary length; and the same epithet is then applied to their sails with respect to their breadth. *Square rigged*, is a term used in contradistinction to all vessels whose sails are extended by stays, lateen, or lugsail yards, or by booms and gaffs; the usual situation of which is nearly in a plane with the keel. *Square sail*, is any sail extended to a yard, which hangs parallel to the horizon, as distinguished from the other sails which are extended obliquely. *Square sterned*, implies a stern like a British-built ship of war, in opposition to the Dutch and other northern nations, who build their vessels with round sterns.

STACK OF WOOD. A pile of 72 square feet,

STAMPS. Impressions made upon legal documents, or upon paper or parchment prepared for such by government officers, to give legality to the instruments, or to entitle them to certain privileges, and as a source of revenue. The principal stamps required by law are upon bonds of all kinds, certain licences, receipts given for money amounting to £5 and upwards, for administration and probate duties, bills of exchange and promissory notes, bills of lading, protests, insurance policies, newspapers, letters conveyed by post; also in the shape of a yearly licence upon auctioneers and appraisers, pawnbrokers, bankers, solicitors, and notaries. In the case of barristers and attorneys a stamped deed is exacted before commencing practice. The amount of the various principal stamps will be found under the respective heads above given. They are all enumerated in 55 Geo. III, c 184.

STANCHION. A sort of small pillar of wood or iron, used for various purposes in a ship, so, as to support the deck, quarter rails, nettings, awnings, &c. *Stanchions* a name also given to the upright pieces of timber in a bulk-head, breast work, &c. of a ship.

STANDARD. Gold and silver manufactures are to be assayed by the Warden of the Goldsmith's Company in London, and marked; and work of silver is to be as fine as sterling, excepting the solder necessary. (See *Plate*.) *Debasing the standard* is diminishing the weight of the pure metal contained in that denomination by which a nation reckons. *Raising the standard* is the direct contrary.

STAND OF PITCH. From 2½ to 3 cwt.

STANDING PART OF A ROPE OR TACKLE, THE, in the formation of knots, is the principal part of a rope which is made fast to the mast, deck, or block, in contra-distinction to that pulled upon, which is called the fall or running part. *The standing part of a sheet* is that part which is made fast to a ring at the ship's quarter.

STANDING WATER. The water in which there is no current or tide.

STAPLE. Originally a public market, where goods were sold by wholesale. Hence the greatest and most important products and manufactures have been called staples, from such being sold publicly in large quantities. Hence also wholesale merchants were originally called merchants of the staple. We still retain the word in wool-staplers.

STARBOARD. The right side of the ship when the eye of a spectator is directed forwards or towards the head.

STARCH. A white, insipid, vegetable substance, insoluble in cold water, but forming a jelly with boiling water. It exists chiefly

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in the white and brittle parts of vegetables, particularly in the grain of wheat, &c., and the roots of the potatoe and arrow root. It may be extracted by pounding these parts, and agitating them in cold water, when the fibrous parts will first subside; after which the starch will gradually precipitate itself in a fine white powder. When starch is roasted at a moderate heat in an oven it is converted into a species of gum, employed by calico printers. It also may be made into sugar by being boiled with sulphuric acid. Foreign starch is subject to a duty of 10s. per cwt. Colonial starch 5s. The gum of starch 15s. per cwt.

START, *TO*, when applied to liquids, is to empty; but to any weight, as the anchor, &c., it signifies to move.

STATION, *NAVAL*, implies a safe and commodious shelter or harbour for the war-like and commercial fleets of a nation, where there is a dockyard, and every thing requisite for the repair of ships, as well as a convenient place of arms for the assembly of its military expeditions.

STATUES.—See *Sculpture*.

STATUTE. An act of the legislature of a state, a positive law. It is a term commonly applied to the acts of representative legislative bodies, confirmed by the monarch. In monarchies, not having representative bodies, the acts of the sovereign are called edicts, ordinances, rescripts. When the senate alone acts, as in America, they are called decrees. Statutes are distinguished from common law; the latter owes its force to the principles of justice, to long use, and the consent of a nation—the former to a positive command, or declaration of the supreme power.

STAY. A large strong rope, employed to support the mast on the fore-part, by extending from its upper end towards the fore-part of the ship, as the shrouds are extended to the right and left.

STAY SAILS. Triangular sails extended upon a stay.

STAY TACKLE. A large tackle attached by means of a pendant to the mainstay. It is used to hoist heavy bodies, such as coals, or butts of water, beer, &c., in or out of the holds, for which purpose there are generally two; the one over the fore hatchway, the other perpendicular to the main hatchway; and they are accordingly distinguished by the epithets main and forestay tackles, though both are upon the mainstay.

STAY A SHIP, *TO*, is to arrange the sails and move the rudder so as to bring the ship's head to the direction of the wind, in order to get her on the other tack. *To miss stays*; a ship is said to miss stays when her head will not come in the direction of the wind, in order to get her on the other tack. A

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failure in this operation is often attended with dangerous consequences from the situation of the ship.

STEAM BOAT OR STEAMER. A name given to a boat or vessel navigated by the force of steam. Space will only permit the following brief notice of the nature of that power and machinery by which the important objects of steam navigation have been accomplished, in rapidity of locomotion along rivers and over the wide ocean, contrary to wind and tide, and almost indifferent to tempest. Steam engines, as used for navigation, are of two kinds:—The low pressure or condensing engine, and high pressure engine. In both of them a boiler is necessary to generate steam; this is of many shapes, but that most approved of, both for efficacy and safety, consists of a series of iron or copper tubes, inserted in a fire and filled with water. The water being raised in steam is conveyed by a pipe to a close cylinder, in which is accurately fitted a piston to slide up and down, something after the manner of a common pump. By means of valves the steam is made to communicate with the top and bottom of this cylinder, and in the low pressure engine, further to a vessel called the condenser. Suppose the cylinder, now charged with steam, and the piston at the top, a valve then opens the communication between it and the condenser, where the steam is destroyed by a stream of cold water, and a vacuum made in the cylinder, causing the piston to descend with atmospheric pressure, which amounts to about 15 lbs. to every square inch the superficial area contains; at the moment this operation ceases, a valve opens above, admitting the steam at the opposite side of the piston, and so on at every alternate stroke of it, both up and down, this process takes place. About $\frac{1}{3}$ of the power is consumed in giving motion to the engine, and the residue is communicated from the piston rod to a crank attached to a horizontal shaft fastened to the paddle wheels; these being turned round with rapidity, meet with corresponding resistance from the water, and the boat is propelled in the contrary direction. The high pressure engine is worked with steam of a much greater heat and expansibility; of this a small quantity is admitted alternately on either side of the piston, and by its sudden expansion occasions the alternate action required; the steam being let off on the one side as it is admitted on the other. No condenser is used; the whole engine therefore occupies much less space than the older and safer condensing engine. Steam boats in the shallow parts of rivers are generally without sails of any description. When they have longer trips to take, and in more open places, as lakes, or are used for coasting, one or two gaff sails, and sometimes stay sails are employed to

assist the impulse of the steam, as is seen in the annexed cut of a Margate steamer.



When navigating the wide ocean, still further assistance is rendered by sails; indeed the larger steam vessels or steam ships, which are used in war, and also those which sail between England and America are furnished with three masts, a bowsprit, and the sails ordinarily employed in sailing vessels. The following shows the build and rigging of the *Great Western*, which crosses the Atlantic between Liverpool and New York, a distance of 5000 miles, in ten or eleven days.



STEAM TUG. A small steam boat without sails, used to draw ships out of dock, along rivers, &c., when tide and wind do not allow them to make progress by their own powers.

STECKAN. A Dutch liquid measure = 5 imperial gallons.

STEEL. A kind of iron refined by the fire, with other ingredients, which renders it whitish, and its grain closer and finer than common iron. Steel of all metals is that susceptible of the greatest degree of hardness; whence its great use in the making of tools and instruments of all kinds.

STEER, TO, is to direct the ship's way by the movements of the helm; or of applying its efforts to regulate her course when she advances.

STEERAGE. An apartment without the cabin of a ship, from which it is separated by a partition or bulk head. In large ships

of war it serves only as a hall or anti-chamber to the greater cabin; but in merchant ships it is generally the habitation of the inferior officers and ship's crew. *Steerage* is also used to express the effort of the helm; and hence *Steerage Way* is that degree of progressive motion communicated to a ship, by which she becomes susceptible of the effects of the helm to govern her course.

STEERING WHEEL. In a ship of war, a wheel to which the tiller-rope is conveyed, for the convenience of steering the ship.

STEM. A circular piece of timber, into which the two sides of a ship are united at the fore-end; the lower end of it is scarfed to the keel, and the bowsprit rests upon its upper end. The outside of a stem is usually marked with a scale of feet, according to its perpendicular height from the keel. Its use is to ascertain the draught of water at the fore part, when the ship is in preparation for a sea voyage, &c. *To stem the tide*, is to acquire a velocity in sailing against the tide equal to the force of the current. *From stem to stern*; a term implying from one end of the ship to the other.

STENCILLING. A resemblance of paper hangings. The figure which all the parts of any particular color make in the design being cut out in a piece of thin leather or oil cloth, and being spread flat upon the place to be stencilled, is rubbed over with the color properly tempered by means of a large brush. The color passing over the whole is consequently spread on those parts where the cloth or leather is cut away, and gives the same effect as if printed by blocks.

STERLING. A term by which genuine English money is distinguished. The term is also applied to Irish money.

STERN. The posterior part of a ship, or that which is presented to the view of a spectator, placed on the continuation of the keel behind. *By the stern*; a term denoting the condition of a vessel which is more deeply laden abaft than forward.

STERN FAST. A rope used to confine the stern of a ship, lighter, or boat, to any wharf, jetty head, &c.

STERNMOST, implies any ship or ships which are in the rear, or farthest astern, as opposed to headmost.

STERN POST. A long strait piece of timber erected on the extremity of the keel to sustain the rudder, and terminate the ship behind.

STERN WAY. The movement by which a ship retreats, or goes backwards with her stern foremost.

STETTIN. A fortified sea-port town, situate on the Oder, which falls into the Baltic. A considerable traffic is carried on from hence with all parts of Europe. Timber forms the principal article of exportation.

STI

Stettin is about 70 miles NNE. of Berlin. E. lon. $14^{\circ} 44'$. N. lat. $53^{\circ} 50'$. Vessels of moderate burden go up to it, but large ones discharge at Swinemond, on the Channel, into the Gross Haff, which separates the islands of Usedom and Wollin. Accounts are kept in rix-dollars of 24 gute groschen each, 8 grosche = 12 pfenoings; A florin = 16 groschen. The Prussian coins and weights are in general use here. The shippond contains 280 lbs.; the lb. = 7,238 grains English. 30 lbs. at Stettin = 31 lbs. avoirdupoise. A last of corn is 72 sheffels = $13\frac{1}{4}$ English quarters. 100 ells = 73 English yards, or 100 feet = $100\frac{1}{4}$ feet English.

STILL BOTTOMS. In the distillery, a name given by the traders to what remains in the still after working the wash into low wines. These bottoms are procured in the greatest quantity from malt wash, and are of value in the fattening of swine, &c.

STIVER. A money of account and copper coin of the Netherlands, Denmark, and Amboyna, of the value of the English penny.

STIVING OR STEEVING. Among mast-makers, a term used for elevating any thing, so as to make an angle with the horizon.

STOCK. A fund raised by a commercial company; or a principal sum or property in trade.

STOCK. STOCK EXCHANGE. STOCK BROKERS. Originally the building in London where the stock brokers assembled to transact their business. It is situated in Bartholomew Lane, close to the Bank and Royal Exchange. No person is allowed to act here, but those who are elected annually, and who are called stock brokers. The name stock exchange has also been applied to the place where the same is carried on in other cities, as at Amsterdam, Paris, Frankfort-on-the-Maine, &c. (For the nature of the public funds or stocks, see *Funds, Omnium, Annuities, Scrip*, &c.) to which may be added, that the funds or stocks fluctuate in price with every thing which influences, or is supposed to influence the welfare of a state. The quantity of stock in the market will also either depreciate or raise the value, as purchasers may be more or less numerous. The manner of purchasing stock is to give a certain price for a nominal £100; thus if the purchase be made in the 3 per cents., and the current price be £90, that sum is paid for £100 stock, which yields a dividend of £3 per annum. Every possible degree of facility, consistent with prudence, is given to the purchase and sale of stock, yet the intervention of a stock broker is generally thought requisite, as the identity of the persons making the transfer must be vouched for before the witnessing clerk will allow his signature to be made in the bank books.

STO

All transfers of stock are made on the transfer days, and no stock can be transferred twice on the same day. The space of time between the shutting and opening the books of any stock is usually about six weeks.—See *Stockjobbing*.

STOCKS. A frame erected on the shore of a river or harbour, whereon to build shipping. It generally consists of a number of blocks, ranged parallel to each other at convenient distances, and with a gradual declivity towards the water.

STOCK FISH. Dry and hard cod fish.

STOCKHOLM. The capital of Sweden; the harbour is an inlet of the Baltic, and the water deep enough for large ships to approach the quay. This city may be reckoned the emporium of Sweden, and where almost all the imports from abroad are deposited. It is about 340 miles NE. of Copenhagen; in E. lon. $18^{\circ} 4'$. N. lat. $59^{\circ} 21'$.

STOCKJOBING. This is contracting for the sale or transfer of stock at a future period, either the latter part of the same day or the next *settling day*, at a price agreed on at the time. Such bargains are called *time bargains*, and are contrary to law. The business of jobbing is carried on to an amazing extent, and is of this nature:—A agrees to sell B £20,000 of bank stock, to be transferred in twenty days for £12,000. A does not in truth possess any such property, but if the price of bank stock on the day appointed for the transfer should be only £118 per cent., he may then purchase as much for £11,800 as will enable him to complete his bargain, and thus he would gain £200 by the transaction. Should the price of bank stock advance to £125 he will then lose £500 in completing his arrangement. As neither A nor B, however, may have the means of purchasing stock to the extent agreed on, the business is commonly arranged by paying the difference over to the winning party. The buyer in these contracts is denominated a *bull*, and the seller a *bear*. When a person refuses, or has not the ability to pay his loss, he is termed a *lame duck*; but this opprobrious epithet is not applied to those whose failure is owing to insufficient means, provided they make the same surrender of their property voluntarily, as the law would have compelled them had the transaction been legal.

STOF. A liquid measure of Dantsic, Riga, &c.; 23 stofs = 15 English gallons.

STONE. A commercial weight of various quantities; legally 14 lbs., but of butcher's meat usually reckoned 8 lbs.; of glass 5 lbs.; and of cheese, occasionally, 16 lbs.

STONEWARE. Under this denomination are comprehended all the different artificial combinations of earthy bodies which are applied to useful purposes.

STOOLS. In ship-building, are small channels fixed to the ship's sides to contain the dead eyes for the back stays. Stools are also pieces of plank fastened to the ship's side to receive the berthing of the gallery.

STOOPEN. A Dutch liquid measure = $\frac{1}{4}$ imperial gallon.

STOPPAGE IN TRANSITU, is the right which a person, who consigns goods on credit to another, has of resuming the possession of those goods before they arrive into the hands of the person to whom they are consigned, and of retaining the possession until the full price of the goods be paid. This right is obviously very analogous to the common law right of lien; they are both established upon principles of equity, and the former is in fact only an extension of the latter, the right of lien enabling the vendor to detain goods sold on credit before he has relinquished the possession of them; and the right of stoppage in transitu enabling him to resume them before the vendee has acquired possession of them, and to retain them until the full price is paid or rendered; but if that be paid or tendered he cannot resume, or if he has resumed any longer retain possession, though the vendee is in insolvent circumstances; for he cannot stop the goods for money due on other accounts, and the right of stoppage in transitu does not proceed upon the ground of rescinding the contract any more than the right of lien; and hence it appears that the assignee of the bankrupt consignee may recover the goods upon tendering the full price.

STOPPERS are short pieces of rope, which are usually knotted at one or both ends, according to the purpose for which they are intended. They are either used to suspend any weighty body, or to retain a cable, shroud, &c., in a fixed position.

STORAGE. Warehouse rent.

STORAX. A resinous drug, which issues in a fluid state from the storax tree. Storax is distinguished into the common, and that in the tear or gum; the latter is the most valuable. The common storax is in masses, with an admixture of woody matter, like sawdust. This is the sort usually met with in trade; that in the tear being scarce. We have it principally from the East Indies.

STORES, NAVAL AND MILITARY, include all arms and munition of war. Her Majesty, by order in council or proclamation, may prohibit the export of any such articles.

STOWAGE. The general disposition of the cargo in a ship's hold.

STRAIT. In geography, is a narrow channel, or arm of the sea, contained between two opposite shores, affording a passage out of one great sea into another; as the straits of Gibraltar, of Sunda, of Dover, of Magellan, &c.

STRAND. One of the hoists or divisions of which a rope is composed. *Strand* also implies the shore of the sea or bank of a great river.

STRANDED, is said of a ship that is driven on shore by a tempest, or run aground through ill steerage, and so perishes. *Stranded*, speaking of a cable or rope, signifies that one of its strands is broken.

STRANDING OF A SHIP.—See *Wreck*.

STRAW. The stalk of plants of the larger of the grass tribe. In a green state, straw with the leaves upon it affords excellent food for cattle, when dry it is used for thatch, and other rural coverings, as litter for various animals, as stuffing for mattresses for our own use, also as an excellent packing material for glass, crockery, &c. When prepared and platted it forms the substance of which certain descriptions of hats and bonnets are manufactured. For this purpose it is prepared as follows:—It is cut near the joints, and the outer covering being removed, it is sorted into sizes, and made up into bundles. They are then dipped in water, and shaken that they may not retain too much moisture, and afterwards placed upon their ends upon rods extending across a close box, in which brimstone is burning, for the purpose of bleaching them, here they remain some hours closely shut up. The splitting is the next process; for this one person suffices for fifty braiders. It is done by a small machine held in the hand. Straws, when split, are called *splints*, of which each worker has a certain quantity, and plait them while they are damp. It now becomes *straw plat* of different pattern and degree of fineness, and distinguished in the trade by a variety of names. The principal manufacturing districts of straw plat are Bedfordshire, Hertfordshire and Buckinghamshire, and the principal markets, Luton, Dunstable and St. Albans. The finest hats are made in the neighbourhood of Leghorn whence they are exported in great numbers. The plat of these is formed of the upper joint or two of a small species of wheat, cultivated for the straw only. Another description of strawware of very superior character is known in the trade as *Tuscan*. This was originally made in Florence and its neighbourhood, but is now an English manufacture, made of very fine whole straws similar to those used for the Leghorn articles, and which is imported into this country to the amount in 1840 of 2096 cwt. The duty then and now is 1*d.* per cwt.

STREAKS. The uniform ranges of planks on the bottom or sides of a ship; or the continuation of planks joined to the end of each other, and reaching from the stem, which limits the vessel forward to the stern-post, and fashion pieces which terminate her length abaft.

STRETCHERS. A sort of staves fixed athwart the bottom of a boat for the rowers to put their feet against, in order to communicate a greater effort to their oars.

STRIKE. A measure of capacity = 4 bushels. Also an instrument used in measuring corn, being a straight stick or piece of board, drawn across the top of the measure, and thereby removing any superfluous quantity, and leaving the contents even with the rim. *Strike*, among seamen, is a word variously applied. When a ship in a fight, or meeting with a ship of war, lets down or lowers her topsails at least half-mast high, she is said *to strike*, meaning that she yields, or submits to pay respect to the ship of war. Also when a ship touches ground in shoal water, she is said *to strike*. And when a topmast is to be taken down, the command is *strike the topmast, &c.*

STUGEN. A liquid measure of Denmark, Hamburg, &c. = about 1 English gallon.

STUDDING SAILS. Certain light sails extended, in moderate and steady breezes, beyond the skirts of the principal sails, where they appear as wings to the yard-arms. *Studding sail booms* are long poles sliding through boom irons at the extremities of the yards, and from the vessel's sides, used to spread the studding sails.

STUFFS. A general name for all kinds of fabrics of gold, silver, silk, wool, hair, cotton or thread, manufactured in the loom.

STRUM. In the wine trade denotes the unfermented juice of the grape after it has been several times racked off, and separated from its sediment.

STURGEON. A large fish, somewhat allied to the shark family, but differing in habits. The body is covered with several large horny plates, similar to those upon a tortoise. The flesh is delicate, well-flavored, and very similar in appearance to veal. Its fishery is important, as caviare and isinglass are made from different parts of it.



The isinglass sturgeon, *Acipenser huso*, is the largest of the species. It is found extensively in the Black and Caspian Sea, ascending the tributary streams in immense multitudes; it sometimes attains the length of 25 feet. Upwards of 100,000 are taken yearly. The approach of winter is the time of the principal fishery, as they are then full of eggs; indeed the spawn, and of which caviare is made, is often so abundant, that it weighs one-third of the whole fish. The isinglass of commerce is made from the air-

bladder, and leather is often manufactured from the skin.

STYRAX.—See *Storax*.

SUBLIME PORTE.—See *Turkey*.

SUBPENA. A writ commanding attendance in a court under a penalty.

SUCCADES. Sweetmeats or preserves in sugar, whether fruit, vegetables, or confectionary. The duty on foreign succades is 6d. per lb.; upon colonial 1d. per lb.

SUELDO. A money of account of Spain = 3s. 1d. English.

SUEZ, a city of Egypt, on the borders of Arabia, is remarkable for its situation on the north end of the Red Sea, and on the south border of the Isthmus to which it gives its name. It was formerly a flourishing port; it then declined, but is likely again to arrive at some consideration, in consequence of its having become one of the chief resting places for the travellers who pass to and from India by what is called the overland or short journey. Suez is however so situated that vessels cannot advance within two miles of the town. The surrounding country is a mere bed of rock, slightly covered with sand. The trade between Egypt and Palestine is carried on by way of Suez.



SUGAR. (*Suker* Da. *Suiker* Du. *Sucre* Fr. *Zucker* Ger. *Zuccaro* It. *Saccharum* Lat. *Cukier* Pol. *Assucar* Por. *Sachara* Rus. *Azucar* Sp. *Socker* Sw.) A solid, sweet substance, with an agreeable flavor, obtained from the juice of the sugar cane, which is cultivated with the greatest success in the East Indies, South America, and the West Indies; but it is from the latter that England chiefly derives her immense consumption. The sugar cane in the West Indies is a jointed reed, varying in height according to the soil. When ripe it is a fine straw color, inclining to yellow. This cane is propagated by the top shoots, which are cut from the tops of the old canes. Two of them are sufficient for a cane hole. These being placed longitudinally in the bottom of the hole are covered with mould, about 2 inches deep; and in about a fortnight the young sprouts appear. Canes of the first year's growth are called *plant canes*; the sprouts which spring from the roots of canes that have been cut for sugar are called *ratoons*. The first yearly returns from their

roots are called *first ratoons*; the second year's growth *second ratoons*. *Brown* or *muscovado* sugar is the raw material whence the British sugar bakers chiefly make their loaf or refined sugar. *Clayed* sugar is that which has undergone a further clarification from the molasses by additional filtering. *Refined* or *lump* sugar is that which being entirely freed from impurities appears perfectly white, and is sold to the public in conical loaves, whence it has likewise obtained the appellation of *loaf* sugar. The first process sugar undergoes when it is to be refined, either from raw or clayed sugar, is called *clarification*. It consists in dissolving the sugar in a certain proportion of lime water, adding thereto bullock's blood, and exposing it to heat. This being done, it undergoes a second general operation, called *evaporation*; and is then at a proper period poured into moulds, where it is allowed to grain. The point of the mould or cone is undermost, and perforated to allow the impurities to separate. The base of the cone is covered with moist clay; the water of which gradually filters through the sugar, and displaces a quantity of impure liquid. After the sugar by standing in these moulds acquires consistence, it is carried to a stove, and gradually heated to dissipate any remaining moisture; this is the *sugar loaf*. The perfection of refined sugar, when formed into loaves or lumps, consists in whiteness, joined to a smallness of grain; in being dry and somewhat transparent. *Crushed* sugar is refined sugar pounded; and by 47 Geo. III, c. 22, s. 5, must be exported in packages not less than 4 cwt. nett. *Bastards* is a coarse kind of crusted loaf sugar, made from the syrups and other refuse of refined sugar, particularly from the impure crust which forms on the upper surface of the pans when the sugar is refining, and which is therefore called *pan* sugar—while the extreme impurities, and which are called *scum* from being the skimmings of the pans when the sugar is boiling, is bought by a lower class of sugar refiners, called *scum boilers*, and made by them ostensibly into molasses, but a great part of which is used for the illicit distillation of spirits. Sugar is more extensively used in this country than in any other on the globe, and until of late years the refining business has been almost entirely confined to us. This is in consequence of our West Indies producing an article much better adapted to refining than that to which other nations had access; our portion of the West India Islands far exceeding that belonging to France, Spain, &c. Our export trade in this article, although now much diminished, is still considerable, particularly to Italy, Turkey, British America, and Spain. West Indian sugar is imported in hogsheads, varying in weight

from 13 to 16 cwt., or in tierces of from 7 to 9 cwt. Mauritius and East India sugar, and which is whiter in appearance and softer in texture, but of very inferior strength, in mats or bags, weighing from 1 to 1½ cwt. Besides cane sugar, other kinds are in use in some countries, but not in England; as maple sugar, which is the inspissated juice of the sugar maple, a tree common in North America, and which supplies the chief part of Canada, &c., with what they require of this commodity. The yearly quantity made in Canada has been reckoned at 32,000 cwt. Another kind is beet-root sugar, made by inspissating the juice of the white beet, grown for this purpose in France, Russia, and Prussia, where the manufacture is chiefly carried on. The duty upon raw sugar imported is, if from foreign countries, 63s. per cwt.; from the West Indies, Mauritius, or the possessions included in the East India Company's charter, 24s.; from any other British settlement, 32s. Refined sugar, from any place whatever, 168s. the cwt. The whole quantity annually imported of raw sugar is about 4,000,000 cwt., about a sixteenth part of which is re-exported. A drawback equal to the duty is allowed upon the export of sugar.



The Sugar Cane.—*Saccharum officinale*.

SUGAR CANDY. Sugar crystallized by a slow process, and therefore in regular forms. The duty of £5 12s. per cwt. upon brown, and £8 8s. upon white sugar candy, if imported, is so enormous as to act as a prohibition upon its importation. That which we use is therefore an entirely home manufacture.

SUGAR OF LEAD. The acetate of lead, or a combination formed by dissolving litharge or the oxide of lead in vinegar. It is used in medicinal ointments and lotions, and as the principal dryer of the painter.

SUIT OF SAILS implies any set of sails that may be appropriated to the use of a ship or vessel.

SULPHUR OR BRIMSTONE. A mineral of a yellow color, almost tasteless, without odour, brittle and transparent. It is one of the simple chemical substances, and unites with many others of them, forming various acids and sulphurets. It occurs in almost a pure form in the volcanic countries, particularly Iceland, Java and Naples, sometimes as a powdery or granular mass, at others in the state of fine large crystals. It also occurs in combination with numerous of the coarser metals, iron, copper, lead, &c., and in veins in Suabia, Spain, &c. Native sulphur is imported from Sicily in rough oblong masses, called *rough brimstone*. The sulphur extracted from various of the metallic sulphurets, such as pyrites, galena, &c., as well as the above rough kind, when melted and cast in cylinders, forms *roll brimstone*. When heated, the fumes which sublime, being collected, constitute *flowers of sulphur*. When deposited by chemical means from its combinations, it constitutes *cream of sulphur*. Sulphur is employed in medicine, for gunpowder, and other fireworks, and for the making of sulphuric acid. The duty upon importation from foreign countries is 6*d.* the cwt. rough, or 2*s.* if refined, whether in rolls or powder. The same duty upon the refined article, if from our own possessions, but only 3*d.* per cwt. upon the rough.

SULPHUR IMPRESSIONS. Coins, gems, and other small articles of curiosity and value, have very often moulds and casts of them taken in sulphur; these upon importation are subject to 5 per cent. *ad valorem* duty.

SUMACH. Amyrtle-leaved shrub, much cultivated on the continent of Europe. Sumach is the leaves and flowers dried and pounded. It is used for dyeing some fine sorts of leather. Sicilian sumach is considered the best. The prime quality of it comes from Alcano; the inferior sorts are brought from Carin, Calatini, Montreale, Fermini, &c. The crop in Sicily is made in July and August. Sumach may be considered of good quality, when its odour is strong, color of a lively green, well ground, and free from stalks.

SUNN. A material used throughout the East Indies for cordage; it is the fibrous product of the *Cortularia juncea*.

SUPERCARGO. A person whose duty it is to manage and preserve a cargo of goods during its voyage, and to dispose of it on its arrival at the destined port.

SURF. The swell of the sea which breaks

upon the shore, or any rock lying near the surface of the sea.

SUPPLIES. The sums annually granted by parliament for the support of the state.

SURGE. A swelling sea, or a great wave rolling above the general surface of the water.

SURRENDER OF A BANKRUPT. — See *Bankrupt*.

SURVIVORSHIP. In life assurance, is a reversionary benefit contingent upon the circumstance of some life or lives surviving some other life or lives, or of the lives falling according to some order specified.

SWAB. A sort of mop formed of a large bunch of old rope yarns, and used to clean the decks and cabins of a ship. *Hand swab*, a smaller kind used for wiping dry the stern sheets of a boat, and washing of plates and dishes.

SWAN RIVER. A British colony, on the western coast of New Holland, established in 1829. It is situated on Swan River, so called on account of the vast numbers of black swans seen upon it, which empties into the ocean in lat. 32° 16' S., and long. 115° 40' E. A group of islands near the mouth of the river offers a good anchorage for vessels, and the country is represented as fertile. The colonial seal is as follows:—



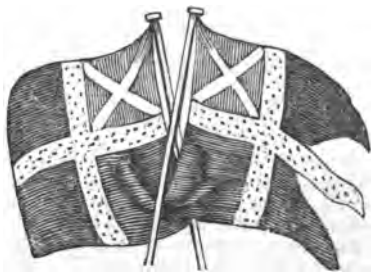
SWAY, to, implies to hoist, and is particularly applied to the lower yards, topmasts, and top-gallant masts and yards; as sway up the lower yards, topmasts, &c.

SWEDEN AND NORWAY, or as the united country is sometimes called, even in official documents, Scandinavia, are now united into one kingdom, called the kingdom of Sweden. It extends from the Baltic in the South, even into the Arctic Ocean northwards, and is bounded on the western side by the Atlantic, and on the eastern by Russia. The country of Norway is almost entirely mountainous, and consequently dry and cold; that of Sweden flat and warmer. The shore is rocky and indented with numerous harbours. Among the productions are orchard fruit, corn, potatoes, flax, wood, hemp, hops and tobacco, which however only flourish in the southern provinces. In the north the country is almost one impenetrable forest of pines and firs. Fish is taken in considerable quantities. The

mineral kingdom is rich; silver is abundant, so also are copper and iron, and of most excellent quality. Numerous other mineral products are also of great importance, but there is no coal, consequently the manufactures are trifling, and for the most part of a domestic character, the peasants supplying themselves with garments, clothes, &c.; there are a few cloth factories, and some glass works, distilleries and sugar refineries. The chief export is that of iron; other exports are timber, linseed, copper, alum, corn, tar and cobalt. The imports are chiefly sugar, coffee, and other tropical produce, salt, wines, silk, wool, cotton, both manufactured and unmanufactured, hemp, hides, skins and oil. The imperial standard is given beneath.



The war flag and the merchant flag are also annexed; that belonging to the merchant being on the left side.



Accounts are kept in rix-dollars of 48 skilling, the skilling of 12 rundstyckes. The gold coin, called a ducat, is about 9s. 2d. sterling. The silver rix-dollar is worth about 4s. 6d. sterling. The copper single and double slants are current at one and two skillings. There is an extensive paper currency in Sweden. The commercial weights differ in Sweden for different purposes. The lb victualie wigt is divided into 32 lods or 128 quentins; this is the weight by which most goods are weighed. 6 skippunds are about 1 ton English. A last of iron is 15 skippunds. Corn is sold by the tunna of 32 kopper or 56 kanner=about 4½ English quarters. The pipe contains nearly 125 English wine gallons. The Swedish foot

long measure, is $\frac{1}{8}$ of an inch less than the English or 38 Swedish feet=37 feet long.

SWEEP, to, is to drag the bight or loose part of a rope along the surface of the ground, in a harbour or road, in order to hook and recover some anchor, wreck, or other material, sunk at the bottom.

SWEEPS. A name given to the large oars used on board ships of war in a calm, either to assist the rudder in turning round, or to increase the ship's velocity in a chase.

SWEEPS. In the wine trade denotes any vegetable juice, whether obtained by means of sugar, raisins, or other foreign or domestic fruit, which is added to wine with a design to improve them, or an excise word for any British-made wine, such as elder, currant, ginger wine, &c. An annual excise license must be taken out by every maker of sweets or made wines, other than mead, for sale, paying £10. Every retailer of British wines or sweets pays £4 8s.

SWELL generally denotes a heavy and continued agitation of the waves rolling in any particular direction, as there is a great swell setting into the bay. It is, however, more particularly applied to the fluctuating motion of the sea which remains after a storm; as also to that which breaks on the sea shore, or upon rocks or shallows.

SWIVEL. A small gun or cannon, carrying a ball of half a pound, and fixed in a socket on the top of a ship's side, stern, or bow, and also in the tops. It is moveable.

SYCAMORE. The *Acer pseudo-platanus* is common in Europe; it is also called Great Maple, and in Scotland and the North of England the Plane Tree. Its mean size is



The Sycamore Tree.—*Acer pseudo-platanus*.

32 feet high; is a very clean wood, with a figure like the plane tree, but much smaller. It is softer than beech, but rather disposed to brittleness. The color of young sycamore is silky white, and of the old brownish white; the wood of middle age is intermediate in color, and the strongest. Some of the pieces are very handsomely mottled. It is used in furniture, piano-fortes, harps, and for the superior kinds of Tunbridge turnery; it may be cut into very good screws, and is used for presses, dairy utensils, &c.

A variety of sycamore, which is called Harewood, is richer in figure, and sometimes striped, but it is in other respects similar to the above. Some of the foreign kinds are very beautifully rippled and waved, and almost as richly so as satin-wood; such pieces are selected for the backs of the handsomest violins, the sounding boards of which, and of most other instruments, are made of Swiss deal, which is probably the produce of a larch.

SYCEE SILVER. The only approach to a silver currency among the Chinese. In it

the government duties and the salaries of the officers are paid, and it is also current among the merchants in general. This silver is formed into ingots called *shoes*, which are stamped with the mark of the office that issues them, and the dates of their issues. The ingots are of various weights, but most commonly of 10 taels each. Sycee silver is divided into several classes, according to its fineness and freedom from alloy; the purest of this is at 97 to 99 tonch; that is it has 97 to 99 parts of pure metal to the 100. It is this with which the hoppo or imperial duties is paid, and which is forwarded to the imperial treasury at Peking. Upon all the silver received by government a per centage is levied to advance it to this high standard. The next is that in which the land tax is paid, also of high standard, but not so pure as the former; this is used in the provinces. There are three inferior qualities.

SYDNEY.—See *Sidney*.

SYRUP. The juice of vegetables boiled with sugar; simple syrup, sugar and water only.



coins it signifies the mint of Nantes.

TABBYING. The passing a silk or stuff through a calender, the rollers of which are made of metal variously engraved, which bearing unequally on the stuff renders the surface unequal, so as to reflect the rays of light differently, making the representation of waves thereon. It is now called *watering*.

TACAMAHACA. A solid resinous substance, of which there are two sorts. The best is called tacamahaca in shells; this is concrete and somewhat unctuous, of a pale yellowish, or green color. Its smell is exceedingly fragrant and pleasant, much like that of the balsam of tolu; its taste resinous and aromatic. It is the produce of a species of poplar tree, and is particularly abundant on the scales which form the outer coverings of the buds.

TACK. A rope used to confine the foremost lower corners and staysails in a fixed position, when the wind crosses the ship's course obliquely. The same name is also given to the rope employed to pull out the lower corner of a studding or driver to the extremity of

its boom. *Tack of a sail* is also applied, by analogy, to that part of any sail to which the tack is fastened. A ship is said to be on the starboard or larboard tack, when she is close-hauled, with the wind on the starboard or larboard side; and in this sense the distance which she sails in that position is considered as the length of the tack. *To tack*, to change the course from one board to another, or to turn the ship about from the starboard to the larboard tack, or *vice versa*, in a contrary wind.

TACKLE. A machine formed by the communication of a rope with an assemblage of blocks, and known in mechanics by the name of pulley.

TAFFRAIL. In ship-building, the carved work at the upper part of the ship's stern.

TAIL BLOCK. A single block, having a short piece of rope attached to it by which it may be fastened to any object at pleasure; either for convenience, or to increase the force applied to the said object.

TAIL OF A GALE. A name given by sailors to the latter part of a storm, wherein the violence is considerably abated.

TAILORS, or more properly, **MERCHANT TAILORS' COMPANY.** This society or livery company, the seventh in order of the city companies, was anciently denominated "Tailors and Linen Armourers." Their first charter is dated 1 Ed. III. They were fully incorporated by Ed. IV. (1466), but many of the members

of the company being great merchants, and Henry VII a member thereof, he, for his greater honor, by letters patent of the 18th year of his reign, re-incorporated the same by the name of the "Master and Wardens of the Merchant Tailors of the Fraternity of St. John the Baptist in the City of London." They are a most numerous and exceedingly rich company, and give away in charity about £12,000 a year. There have belonged to them 10 kings, 3 princes, 27 bishops, 26 dukes, 47 earls, 81 lords and 16 lord mayors. The hall is in Threadneedle Street, and their arms and crest as follows:—



TALC. A species of fossil, found in England, Bohemia, Muscovy, Italy, Spain, and many parts of India and China. The Russian and Chinese talc are the best in quality. These are perfectly transparent and colorless, and are used for windows, for the tops and sometimes the cards of compass boxes, the front of furnace doors, and for mounting microscopic objects. That brought from the Tyrolean mountains is called in commerce Venetian talc; this is of various colors, soft and soapy to the touch, and in thin pieces semi-transparent when pounded. It is used by gold-beaters and by other artisans. A seer of talc costs in Bengal about 2 rupees, (4s.) and will sometimes yield a dozen thick, but transparent panes, 12 inches by 9 inches. The duty upon foreign talc is 10s. per cwt.; 2s. 6d. upon colonial.

TALÉ. A Chinese weight and money of account; as a weight it equals about 4½ ounces avoirdupoise. As a money it is upon the average equal to 6s. 8d., but varies somewhat according to the market price of silver.

TALES. If, by reason of challenges or other causes, a sufficient number of jurors do not appear at a trial, either party may pray a tales, that is, he may pray the judge in the court to allow a certain number of qualified men who happen to be present to be joined with the other jurors to make up the twelve.

TALLOW. (*Tælg. Talg Du. Suif Fr. Talg Ger. Sevo Ital. Sebo Port. Salo Russ.*) Animal fat melted down and purified, being chiefly used in making soap and candles, and in the dressing of leather. Its quality depends

partly upon the animal from which it is extracted, and partly upon the care taken in the clarification. Besides our extensive supplies of native tallow, we annually import a very large quantity, chiefly from Russia. There are several qualities of tallow distinguished in the Russia trade, particularly *yellow candle* tallow, in two sorts. This is obtained from oxen, and constitutes $\frac{2}{3}$ of the whole shipments. *Lopatny*, or second candle. *White candle* in two sorts, produced by sheep and goats. *Siberia soap* in three sorts, a mixture of sheep and fatted oxen. *Ordinary soap*, from the fat of Kalmuc sheep. Russia tallow is shipped in casks, weighing from 8 to 10½ cwt. gross each. The tare fluctuates from 10 to 12 per cent. The duty upon foreign tallow is 3s. 2d. per cwt., upon colonial 3d. only. About 60,000 tons are imported annually.

TALLY TRADE. The name given to a system of dealing carried on in London and other large towns, by which shopkeepers furnish certain articles on credit to their customers; the latter agreeing to pay the stipulated price by certain weekly or monthly instalments.

TAMARIND TREE, (*Tamarindus Indica*.) a large and beautiful tree of the East Indies, belonging to the natural family of leguminosae. The leaves are pinnate, composed of sixteen or eighteen pairs of sessile leaflets, which are $\frac{1}{2}$ an inch only in length and $\frac{1}{4}$ in breadth. The flowers are disposed five or six together in loose clusters; the petals are yellowish, and beautifully variegated with red veins. The pods are thick, compressed, and of a dull brown color when ripe. The seeds are flat, angular, hard and shining, and are lodged in a dark adhesive pulp. The tamarind tree exists also in Arabia, Egypt, and other parts of Africa, but that of the West Indies is perhaps a different species, distinguished by the shortness of the pods, which contain two, three, or four seeds only. In the West Indies the pods are gathered in June, July, and August, when fully ripe; and the fruit being freed from the shelly fragments is placed in layers in a cask, and boiling syrup poured over it till the cask is filled. The syrup per-



vades every part quite down to the bottom ; and when cool the cask is headed for sale. The East Indian tamarinds are darker colored and drier, are more esteemed, and are said to be preserved without sugar. This fruit has an agreeable acid and sweetish taste, is refrigerant, and gently laxative. A simple infusion in warm water forms a very grateful beverage, which is advantageously used in febrile diseases. The Turks and Arabs carry the pods, prepared with sugar or honey, either green or ripe, in their journeys across the deserts, and they are found to constitute an agreeable and wholesome article of food. The duty is 3*d.* per lb. upon foreign, and 1*d.* upon colonial tamarinds.

TAMMY. A species of woollen stuff.

TANNER'S BARK. The bark of oak, chestnut, willow, larch, and other trees, which abounds in tannin, and is used by tanners in preparing leather.

TANNING. A mechanical art by which the hides and skins of various animals, particularly those of neat cattle, are converted into sole leather, upper leather, harness, &c., by being cleansed of hair and flesh, and saturated with the tanning principle contained in oak or other tanner's bark.

TAPE. A sort of narrow band made either from flaxen or cotton thread. Tape is woven upon a small loom in the manner of linen.

TAPESTRY. A kind of woven hangings of wool and silk, frequently raised and enriched with gold and silver, representing figures of men, beasts, landscapes, histories, &c. Tapestry work is distinguished by the artisans into two kinds ; viz., that of high and that of low warp, though the difference is rather in the manner of working, than of the work itself, which is an effect the same in both, only the forms and consequently the warps are differently situated ; those of the low warp, on the contrary, erected perpendicularly. Silk tapestry is prohibited to be imported.

TAPIOCA. The prepared starch of the root of the *Jatropha manihot*. The root abounds with a milky juice, which is poisonous, but which deposits an inert starch when diffused in water. The root is called *cassava*, and is rendered harmless by boiling. The duty is 1*s.* the cwt.

TAR. A brown viscid fluid, obtained by heating the wood of the fir tree. When hardened by boiling it is converted into *pitch*. It is chiefly used for the soaking of ropes and cordage, and for paying ship's bottoms, seams, &c., to exclude moisture. For inferior purposes, such as the preservation of palings, buildings, &c., a cheaper commodity is used, called *coal tar*, this exudes from coals in the process of the gas manufacture. *Wood tar* is largely made in Russia, from whence about 12,000 lasts are annually im-

ported into Britain, besides nearly 2000 lasts from Sweden and the United States. The last contains twelve barrels, each from 26 to 30½ imperial gallons. The duty on foreign tar is 2*s.* 6*d.* per last ; colonial 6*d.* only—both of which may be considered as mere nominal duties.

TARE. An allowance made by the customs, merchants, &c., upon the gross weight of goods for the weight of the package which contains them. Tare may be either real or customary. *Real* or *average tare* is the actual weight of such package, obtained by weighing it ; and *customary tare* is a certain quantity allowed by custom, and which is therefore constant. *Average tare* is ascertained by emptying a few packages, weighing the chest, cask, &c., in which they were contained, and taking their average weight as a criterion for the whole.

TARIFF. A table, alphabetically arranged, specifying the various duties, drawbacks, bounties, &c., charged and allowed on the importation of foreign goods, and the exportation of home produce. Instead of giving one continued table of this kind, we have appended to each article the duty which it bears, according to the new and important changes introduced in 1842.

TARPAULING. A broad piece of canvas payed over with tar, and used to cover the hatchways of a ship at sea, to prevent the penetration of the rain or sea water, which may at times rush over the decks ; also, to cover the blocks at the sheer heads of hulks.

TAUGHT. Extended or stretched out, in opposition to slacken, and applied generally to ropes and chains.

TARTAR.—See *Argol*.

TASMANIA.—See *Van Dieman's Land*.

TAWING is the art of preparing or dressing skins in white, to fit them for use in divers manufactures, particularly gloves, purses, &c. All skins may be tawed, but those chiefly so done are lamb, sheep, kid, and goat skins. Tawers take out an annual excise license, paying £2.

TAX OR TAXES, denotes that portion of their property which the government exacts for the supply of the public necessities from its subjects, or other persons residing in the country, and partaking of its advantages. Taxes are either *direct* or *indirect*. A direct tax is levied direct upon the individual, and which he himself pays to the government collector ; of this description are the assessed taxes, the income tax, the land tax, &c. An indirect tax is paid to the collector not by the person ultimately and really taxed, or by his agent, but by some intermediate person, who in the shape of profit, high price, &c., recovers it back again from the individual who really pays it. All excise duties and customs duties are of this kind.

TEA. The Chinese agree that there is but one species of the tea plant, and that the differences in tea arise from the method of curing, and the particular season when gathered. The tea tree is an evergreen, and grows to the height of 5 or 6 feet; the leaves when full-grown, are about an inch and a half long, narrow, indented, and tapering to a point like those of the sweet briar, of a dark green color, glossy, and of a firm texture, veined on the under side, flattened and channeled above; its flowers somewhat like those of the white wild rose, and are followed by a pod, about the size of a filbert, containing two or three grains of seed, which are unpleasant to the palate. The leaves are not fit to be plucked till the shrub is three years old.

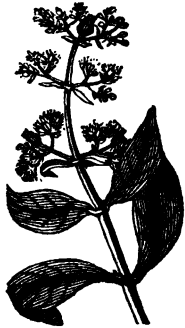


Teas are generally in parcels denominated chops by the Chinese, consisting of from 100 to 1000 chests each, and they are generally of the same quality throughout. Teas are divided into black and green, which are again divided under the following denominations. Bohea is the product of the trees, generally growing in the valleys, which is not considered equal to that growing on the hills. There are several gatherings of bohea tea; the first is from about the middle of April to the end of May; the second from the middle of June to the same period in July; the third from the beginning of August to the end of September. They cure the leaves by putting them into large baskets to dry, elevated to receive the current of air, or exposed to the sun, if not too intense for a few hours when they begin to impregnate the air; then they are what is there called *tatched*, which is done by throwing each time about half a catty of leaves into a flat pan of cast iron, which is hot, and stirring them with the hand; they are then taken out, and again put into the baskets, and rubbed with men's hands to roll them, after which they are again *tatched* in large quantities, and over a slower fire; which being accomplished, they are further fired in baskets over charcoal. Congou requires great care in the making. The trade in London know three sorts of congou teas, viz. Congou, Cam-poi congou, and ankay congou. Souchong, or seowchong, (small good thing) is made

from the leaves of trees three years old, and where the soil is very good of older leaves; but of the fine souchong very little is produced. What is sold to the Europeans for souchong is only the first sort of congou, and the congou is only the first sort of bohea. The trade in London distinguish the following species of souchong: Souchong, or what is commonly called so. Caper souchong takes its name from being rolled up something like a caper. Very little of this tea reaches England. Padre souchong or powchong, is a very superior kind of souchong, having a finer taste, smell and flavor; the leaves are larger, and of a yellowish hue, not so strongly twisted; it is packed in papers, each containing about $\frac{1}{2}$ of a lb. Pekoe or pekow, (white first leaf,) is made from the leaves of trees three years old, and from the tenderest of them. The trade in London divide green teas into the following sorts: Singlo twankey or tunkey, is a superior kind of singlo; it grows near the hyson country, and is oftener *tatched* and picked than the common singlo. Syson skin or bloom tea, has its name from being compared to the peel or skin of the hyson tea having a sort of cover to it, consequently not so good. Superior hyson skin; this is a distinction made in the tea trade, to divide the common hyson skin and the hyson. Hyson or hetchunc, the name of the first crop of this tea. There are two gatherings of it, and each gathering is distinguished into two or more sorts. Hyson tea should be chosen of a full-sized grain, of a fine blooming appearance, very dry and so crisp, that with a slight pressure, it will crumble to dust; (when infused in water, the leaf should open clear and smooth, without being broken or appearing shrivelled, (which is one of the indications of old tea.) Gunpowder is a superior kind of hyson. This tea should be chosen round, resembling small shot, with a beautiful bloom upon it, which will not bear the breath; it should appear of a greenish hue, and a fragrant pungent taste. Chulan hyson is a peculiar kind of hyson leaf, having the berries of a small plant called by the Chinese chulan, mixed with it, which gives it a cowslip flavor, on which account it is sometimes called cowslip tea. Ball tea, is so called from the form into which it is made, being round, and nearly the size of a nutmeg, composed of the leaves of black tea, generally of the best kind, gummed together. As presents it is sometimes brought to England. Brush tea, so called from the leaves being twisted into small cords like pack-thread, about $1\frac{1}{2}$ to 2 inches long, usually three of these are tied together at the ends by different colored silks. These are made both of green and black tea, and like the former is only imported as presents. The duty upon tea is 2s. 1d. per lb., and the quantity entered for home consumption in

1840, was about 33 millions of lbs., yielding the enormous revenue of £3,472,864.

TEAK WOOD, is the produce of the *Tectona grandis*, a native of the mountainous parts of the Malabar coast, and of the Rajahmundry



Circars, as well as of Java, Ceylon, and the Moulmein and Tenasserim coasts. It grows quickly, straight and lofty; the wood is light and porous, and easily worked, but it is nevertheless strong and durable; it is soon seasoned, and being oily, does not injure iron, and shrinks but little in width. Its color is light brown, and it is much esteemed as most

valuable timber in India for ship-building, house carpentry, &c.; it has many localities. The Malabar teak, grown on the western side of the Ghaut mountains is esteemed the best, and is always preferred for our government dockyards. Teak is considered a more brittle wood than the saul or the sissaw. In twenty-five years the teak attains the size of 2 feet diameter, and is considered serviceable timber, but it requires 100 years to arrive at maturity. Some of this timber is unusually heavy and close-grained, but in purchasing large quantities, care must be taken that the wood has not been tapped for its oil, which is a frequent custom of the natives, and renders the wood less durable. At Moulmein, so much straight timber is taken and the crooked left, that thousands of pieces called shin logs, and admirably adapted for ship timbers are left. Teak contains a large quantity of siliceous matter which is very destructive to the tools.—See *Timber*.

TELL-TALE. A dial plate connected with the wheel, and which shows the position of the tiller.

TEND, TO, is to turn or swing a ship round when at single anchor, or moored by the head in a tide-way, at the beginning of the flood or ebb.

TENDER. A small vessel employed to attend a larger one, to supply her with stores, to convey intelligence, &c. Vessels appointed to receive volunteers and impressed men, and convey them to receiving ships, &c., are also called *tenders*. *Tender* is an offer to pay a debt or perform a duty, and is not good unless the party making it declares upon what account such tender is made; and it will not be sufficient for the party proposing to make the tender to say he is ready to pay a debt, or to perform a duty, but he must make an actual offer to pay the one and perform the other. The tender must be of money, if

beyond the sum of 40s. in gold, or in what has been rendered by act of parliament equivalent for that purpose, viz. Bank of England notes, which are a legal tender for any sum above £5, except at the Bank of England, and its branches. A tender of country bank notes, if not objected to on that account, is sufficient. The tender of any sum which requires change is illegal, therefore coachmen, turnpike men, or persons with whom we deal, are not bound by law to give change unless they please.

TENERIFFE. One of the Canary Islands; about 6 leagues from the NE. point of this island, on the SE. side, is Santa Cruz, the most frequented port of these islands. The best road for shipping is between the middle of the town, and a fort or castle about a mile to the northward of it, where ships may anchor within a cable's length of the shore in from 6 to 8 fathoms water; to half a mile's distance in 25 to 30 fathoms. The ground is in some places foul, and if a ship is likely to remain long in the road, buoy the cables. The exports are principally rose-wood, orchilla weed, and wine, of which latter article large quantities are sent to England, where it not unfrequently is passed for Madeira. Another port of this island is Oratava, but as there is a strong northerly swell prevalent in the road for shipping at this place, it is less frequented, although there is good anchorage and depth of water. The current coins are the Spanish or Mexican dollar, and its sub-divisions. (See *Spain*.) Besides which there is a provincial real de plate, and the quart, a copper coin, equal to $\frac{1}{4}$ the real. Accounts are kept in reals current of 8 quarts, or about 4d. English money; the quart being $\frac{1}{4}$ d. English. The weights are either English or Spanish, but a trifle larger than the former; thus 123 lbs. at Teneriffe = 125 lbs. avoirdupoise. The measures are the same in denomination as those of Spain, but a trifle less in quantity.

TENT. A strong sweet-flavored red wine, imported from Spain.

TERM. In law, the time our courts of justice are open; in opposition to which the rest of the year is called *vacation*. There are four terms in London in every year. *Hilary* term begins 23rd January, and ends 14th February. *Easter* term begins eighteen days after Easter, and ends the Monday next after Ascension-day. *Trinity* term begins the Friday after Trinity Sunday, and ends the Wednesday fortnight after. *Michaelmas* term begins 6th November, and ends 28th November.

TERRA JAPONICA, OR **DUTCH**, is a gummy resin, extracted from the wood of a tree called *Mimosa catechu*. It is generally imported in regular flat cakes; and should be chosen of a clear uniform chocolate color, the

brightest and least burnt that can be, and as free from sand and other impurities as possible. It is an article of considerable trade between India and China, and when imported into England usually comes from Bengal and Bombay.

TERRA VERDE is the name of an earth of a deep bluish-green color, much used in the color trade. It is dug in the Island of Cyprus and on the Continent.

TESTOON. A Portuguese silver coin = 6d. English, very nearly.

TEXAS. A republic of North America, between the United States and Mexico, extending from latitude 26° to 38° N., and from longitude 94° to 107° W. Texas was formerly a province of Mexico; but having been peopled chiefly by Anglo-Americans, disputes arose, and afterwards an insurrection, which resulted, April 21st, 1836, in its independence. It is both a fine and a fertile country, mostly level, and well suited for the growth of cotton, which is its agricultural staple. The grains chiefly cultivated are maize and wheat; but the rearing of live stock forms the principal occupation, especially in the prairies. The position of the country is favorable for trade; and in exchange for cotton and other products sent to Britain, partly by way of New Orleans, the Texans import manufactures, &c. There is also a considerable inland trade with the United States at Santa Fe, to which goods are brought by way of Pittsburg and St. Louis. The Texian ports are Galveston, Matagorda Bay, and Aransas. The currency and weights are similar to those of the United States.

THALER. A silver coin of Germany, valued at about 3s., but scarcely now used.

THIMBLE. In sail-making, an iron ring whose outer surface is hollowed throughout its whole circumference, in order to contain in the channel a rope, which is spliced about it, and by which it may be hung in any particular station. It is used to defend the eye of a rope which surrounds it from being injured by another rope passing through it, or by the hook of a tackle which is hung upon it.

THOLES are small pins driven perpendicularly into the gunwale of a boat. In the exercise of rowing the oar is contained between the two tholes in the space which is called the rowlocks. Sometimes there is only one pin to each oar, as in the boats navigated in the Mediterranean Sea. In that case the oar is fastened upon the pin by means of a strap or rope, and indeed this method is much more ancient than the former.

THREAD. A small line, formed by twisting together fibres of flax, cotton, or silk. The various kinds used in sewing, and in making bobbin net, and some other textile fabrics,

consists of two or more yarns firmly twisted together.

THROAT. A name given to the end of the gaff which is next the mast, and is opposed to peak, which implies the outer extremity. Hence the ropes employed to hoist up and lower a gaff, being applied to those parts of it, are called the throat and peak halyards.

THRU, TO, is to insert in a sail, mat, &c., through small holes made by a bolt rope, needle, or a marline spike, a number of short pieces of rope yarn or spun yarn.

THWARTS. The seats or benches of a boat, whereon the rowers sit to manage the oars.

THWART SHIPS. Across the ship.—See *Athwart*.

TICK OR TICKING. A sort of texture used for covering bedding. Ticking is made either from hemp or flax, being woven in the loom in the same manner as linen, from which however it differs both in quality and appearance, being coarse and stiff, though close, and presenting a surface marked with narrow blue and white stripes alternately.

TIDE. A regular periodical current of the water setting alternately into a flux and reflux, and is produced by the mutual attraction of the sun and moon, but chiefly that of the latter. This attraction cannot alter the shape of the solid parts of the earth, but it has a great effect on the water, and causes it to assume a spheroidal figure; the longest axis being in the direction of the moon. It is the highest tide at the place which is perpendicularly under the moon, and is on the meridian. The oval figure of the waters keeps pace with the moon in her monthly journey round the earth, by whose daily rotation of the earth upon its axis it presents each part of its surface to the action of the moon. In great oceans this rising and falling, in other words, the flux and reflux of the sea takes place twice a day; that is, about every six hours the waters of the ocean extend themselves over its shores. This is called the flux or flood. In this state they remain a short space of time, after which they retire or fall back, and this is called the reflux or ebb tide.

TIDE, TO. To work in or out of a river, harbour, or channel, by favor of the tide, and anchoring whenever it becomes adverse.

TIDE GATE. A place in which the tide runs with great velocity.

TIDE ROAD. The situation of a vessel, which, being at anchor when tide and wind are opposed to each, has her head towards the current.

TIDES-MAN. An officer appointed by the custom-house to reside on board merchant ships while they have any customable goods on board.

TIDE-WAITERS OR TIDES-MEN. Inferior officers belonging to the custom-house, who

are put on board ships. Vessels bound for London are boarded by these officers at Gravesend, who remain with the ship, if in the river, until all her customable commodities are unladen, or until she is safely in one of the docks belonging to the port. There are excise officers also of this class whose duty is similar.

TIDE WAY. That part of a channel or river when the tide ebbs and flows strongly.

TIER, implies a range of casks or packages in the hold; hence we say, the *Ground Tier*, or that which is next above the keelson, the second tier and upper tier. *Tier*, the range of cannon mounted on one side of a ship's deck. *Tier of the cable*, is a range of the fakes, or windings of the cable, which are laid within one another in a horizontal position, so that the last becomes the innermost.

TIERCE OR TERACE. A measure indicating 42 gallons, or a cask of about that capacity. The tierce is used for oil, and still more for the packing of salted beef or pork for ship's use.—See *Beef*.

TIFFANY. A sort of transparent gauze, stiffened with gum and pressed.—See *Silk*.

TIGHT. In opposition to leaky, the quality whereby a vessel resists the penetration of any fluid, whether compressing its surface, or contained within it; hence a ship is said to be tight, when her planks are so compact and solid as to prevent the entrance of the water in which she is immersed; and a cask is called tight, when the staves are so close that none of the liquor contained therein can issue through or between them. In both senses it is opposed to leaky.

TILES. A kind of thin brick, much used in the coverings of houses, and in paving certain buildings. The duty upon tiles imported is 10 per cent. *ad valorem* from foreign countries; 5 per cent. if from our colonies. These are chiefly of a fancy nature. No duty has been levied upon home-made tiles since 1839, although there has upon bricks. The law making the following distinction:—The Act 2 and 3 Vict. c 24, s 16, declares, that nothing is to be considered a tile, which shall not when turned out of the mould (except tiles for covering buildings or draining land) be a perfect square, or be thicker than 1·7 inch, if under 8 inches square, or than 2½ inches, if more than 8 inches square, or which shall have any incision so as to allow of being easily separated. But by s. 17, the commissioners may determine that tiles not square are not bricks, on being satisfied that they are to be used as tiles.

TILLER. A piece of timber fitted into the head of the rudder to steer the ship with.

TILLER ROPE. The rope which forms a communication between the fore-end of the tiller and the wheel, and is usually made of untarred rope.

TIMBER. (*Fommer* Da. *Timmerhout* Du. *Bois à bâtir* Fr. *Bauholz* Zimmer Ger. *Legname da fabbricare* Ital. *Строуевои* Russ.)

Under the word timber we usually consider all those woods which are used in house and ship-building, or the making of machinery, in opposition to those ornamental trees which are used for furniture and fancy articles, and which are emphatically *woods*. (See *Woods*.) For a description of the various kinds of timber, and their peculiar uses, see *Deal*, *Oak*, *Teak*, &c. The duties upon deals, battens, and boards, will be found under *Deal*. Other duties and descriptions of timber are as follows:—

	F. C.	B. P.
	£. s. d.	£. s. d.
Timber or Wood Staves .. $\frac{1}{2}$ load	1 8 0	.. 2 0
Birch Timber, cut for herring barrels..... $\frac{1}{2}$ load	0 1 0	.. 1 0
Firewood $\frac{1}{2}$ fathom of 216 cubic feet	0 10 0	.. free.
Handspikes, not above 7 feet long	1 0 0	.. 0 6
Handspikes, above 7 feet long "	2 0 0	.. 1 0
Hoops, not above 7½ ft. long $\frac{1}{2}$ 1000	0 2 0	.. 0 4
Hoops, " 9 " "	0 3 0	.. 0 6
Hoops, exceeding 9 ft. long "	0 5 0	.. 1 0
Knees, under 5 in. square. $\frac{1}{2}$ 120	0 10 0	.. 0 3
Knees, 5 inches and under 8 inches square	2 0 0	.. 1 0
Lathwood	2 0 0	.. 1 0
Timber Oars	7 10 0	.. 3 9
Spars or Poles, under 22 feet in length, and under 4 inches in diameter	1 0 0	.. 0 6
Spars or Poles, 22 ft and upwards, and under 4 inches in diameter, $\frac{1}{2}$ 120	2 0 0	.. 1 0
Spars or Poles, of all lengths, 4 inches and under 6 inches diameter	4 0 0	.. 2 0
Spokes, not above 2 ft. long .. 1000	2 0 0	.. 1 0
Spokes, exceeding 2 feet "	4 0 0	.. 2 0
Teak Wood	0 10 0	.. 1 0
Waste Wood, used for stowage .. £5 $\frac{1}{2}$ cent. . . 5 do.		
Wood planed or otherwise prepared, 7½ d. $\frac{1}{2}$ foot of cubic contents, and further for every £100 value, £10. If from a British colony £5 $\frac{1}{2}$ cent. is the only duty.		

The net duty on timber received in 1840 was £1,733,638 10s. 1d. In measuring timber or wood imported, in order that the duty may be properly levied, the importer is bound, at his own expense, to sort, pile, frame, or otherwise place the same, in such manner as the Commissioners of Her Majesty's Customs may deem necessary to enable the officers to measure, and take a true and correct account thereof, and in all such cases, when the same is measured in bulk, the measurement is to be taken to the full extent of the pile, and no allowance is to be made by the officers on account of the interstices arising out of such process of sorting, piling, framing, or placing.

TIM

TIMBERS OF A SHIP. The ribs, or the incurvated pieces of wood, branching outward from the keel in a vertical direction, so as to give strength, figure, and solidity to the whole fabric.

TIN. (*Blik* Da. *Blek* Du. *Blanc* Fr. *Blech* Ger. *Latta* Ital. *Folha de Flanders* Por. *Sheet* Russ. *Hoja de Latta* Sp.) One of the imperfect metals, abounding in the county of Cornwall. Tin is found in a native or pure state; though more frequently mixed with a large portion of arsenic, sulphur and iron; the crude ore is first broken to pieces and washed, then roasted in an intense heat, which dissipates the arsenic, and afterwards fused in a furnace till it is reduced to a metallic state. Tin readily unites with copper, forming the composition known by the names of bronze and bell-metal; by immersing thinner plates of iron into melted tin, they become coated, and are then termed block tin or latten, which is manufactured into saucepans, canisters, culinary utensils, &c. There are extensive tin mines on the island of Banca, in the east, and upon the Malabar coast. The mining district, in which tin is found in Cornwall, begins at Penryn, and extends north and west to the sea, giving employment to an extensive number of hands.

TIPPEE. A small dry measure of India = $1\frac{1}{2}$ pint English.

TISSUE, is cloth interwoven with gold or silver, or figured colors.

TOBACCO. (*Tabac* Fr. *Taback* Ger. *Tabak* Du. *Tabacco* Ital. *Tabaco* Spa.) This universal herb was brought from Tobasco, in Mexico, to England in 1586, and also transplanted alive to the West India Islands, one of which, Tobago, obtained the name of the herb, which it soon afterwards supplied. Tobacco is now grown in almost every country in the world, even so far north as Sweden. The hotter countries however produce those kinds which are most esteemed, particularly



the Virginian tobacco, (*Nicotianum tabacum*), an elegant annual plant, which grows 6 or 8

TOB

feet high, bearing large leaves and fine pink flowers of a trumpet shape.

A smaller kind, with greenish flowers, and roundish leaves, is commonly cultivated in Germany and other northern countries, as being more hardy than the former. Other kinds are also preferred in some places, hence one cause of the different flavors which tobacco in the leaf possesses. Havannah cigars are made from *Nicotiana repanda*. Tobacco is cured in the following manner:—The plants are cut down when the lower leaves become spotted with brown, they remain exposed to the sun for a day, when they become withered, and consequently pliable. They are then placed in heaps to heat, the heaps being turned over twice a day. After about a week, they are hung up in bundles to dry in the air, but not the sun; after a fortnight they are taken down, the leaves stripped from the stalks, tied in small bundles, sprinkled with water, and laid to heat a second time for about the same period as at first, after which they are again dried and packed in hogsheads for exportation. Some of the tobaccos, as *shag*, are watered with molasses water, and others with a decoction of the stalks, boiled for that purpose; these are mostly formed into rolls, and constitute an inferior kind, called Oroonoko, pigtail, roll tobacco, &c. A superior kind of tobacco, formed of the finest leaves, stripped of their stalks, is also formed into rolls. Tobacco yields a larger amount of revenue than any other commodity, excepting sugar and tea. In 1840, the net amount of revenue derived from this source was no less than £3,588,215 3s. 5d., making the quantity entered for home consumption about 22½ millions of lbs. The duty is as follows:—

Unmanufactured	3s. per lb.
Snuff	6 "
Manufactured or Cigars.....	9 "
Stalks and Flour of.....	prohibited.

A drawback of 2s. 7½d. per lb. is allowed upon tobacco shipped for exportation, or as stores. Tobacco is prohibited to be imported in vessels under 120 tons, and to be exported in vessels under 70 tons, and the only places allowed for import are London, Liverpool, and a few other principal ports.

TOBAGO. The most southern of the islands in the West Indies, and the most eastern



TOD

except Barbadoes. The inhabitants are nearly 12,000, of which not more than 250 are Europeans. This island is rocky and precipitous, but with many streams and fertile valleys. It produces large quantities of sugar, rum and molasses. It is belonging to the British, and has the annexed as a colonial seal.

TOD OF WOOL = 28 lbs.

TODDY. An extract prepared in the east from the cocoa tree.

TOGGEL. A small wooden pin, from 4 to 6 inches in length, and usually tapering from the middle towards the extremities. It is used to fix transversely in the lower part of a tackle in which it serves as a hook, whereby to attach the tackle to a strap, along on any body whereon the effort of the tackle is to be employed.

TOISE. A long measure of France = 2 metres = $78\frac{1}{2}$ English inches.

TOKAY. A wine produced from a town of that name in Hungary. There are four sorts of wine made from the same grapes; that which is usually exported is called by the manufacturers of it *Anspruch*, and is the same known in foreign countries by the name of Tokay.

TOLU BALSAM. The concrete balsam of *Myroxylon Peruferum*, a tree growing in the warmer parts of South America. This substance is pale brown, brittle in cold, but tenacious in hot weather, fragrant when heated, and entirely soluble in alcohol. It is used in surgery as a vulnerary.

TOMAN. A money of account of Persia = 24s. sterling.

TOMBAC. An alloy of copper and zinc, or a species of brass with excess of zinc. When arsenic is added it forms white tombac.

TOMOLO. A Neapolitan dry measure; 5 tomoli = 8 bushels English.

TOMPION. A sort of bung or cork, used to stop the mouth of a cannon. At sea the tompions are carefully encircled with tallow or putty to prevent the penetration of the water into the bore, whereby the powder contained in the chamber might be damaged or rendered unserviceable.

TON. A weight for goods = 20 cwt., or 2240 lbs. avoirdupoise.

TONTINE. A loan raised on life annuities, with benefit of survivorship. As the members die their shares are divided among those who survive, and thus the longest liver enjoys the whole. At his death it reverts to the payer of it.

TONNAGE. The quantity of tons by measurement which a ship may contain, ascertained in order to register the quantity of cargo which she will hold. The measurement of English vessels was long so imperfect as to be a source of considerable vexation and uncertainty, until regulated by an act passed

TON

in 5 and 6 Will. IV, c 56, which embodies the rules by which merchant vessels are now registered, and their burdens ascertained. By this it is enacted, that from and after Jan. 1, 1836, the tonnage of every ship or vessel shall, previous to her being registered, be measured and ascertained while her hold is clear, and according to the following rule: viz., divide the length of the upper deck, between the after-part of the stem and the fore-part of the stern-post, into six equal parts. Depths: at the foremost, the middle, and the aftermost of those points of division, measure in feet and decimal parts of a foot, the depths from the under-side of the upper deck to the ceiling at the limber streak. In the case of a break in the upper decks the depths are to be measured from a line stretched in a continuation of the deck. Breadths: divide each of those three depths into five equal parts, and measure the inside breadths at the following points; viz., at $\frac{1}{5}$ and at $\frac{4}{5}$ from the upper deck of the foremost and aftermost depths, and at $\frac{2}{5}$ and $\frac{3}{5}$ from the upper deck to the midship depth. Length: at half the midship depth measure the length of the vessel from the after-part of the stem to the fore-part of the stern-post; then to twice the midship, add the foremost and the aftermost depths for the sum of the depths; add together the upper and lower breadths at the foremost division, three times the upper breadth, and the lower breadth at the midship division, and the upper and twice the lower breadth at the after division for the sum of the breadths; then multiply the sum of the depths by the sum of the breadths, and this product by the length, and divide the final product by 3,500, which will give the number of tons for register. If the vessel have a poop or half deck, or a break in the upper deck, measure the inside mean length, breadth, and height of such a part thereof, as may be included within the bulk-heads; multiply these three measurements together, and, dividing the product by 92.4, the quotient will be the number of tons to be added to the result as above found. In order to ascertain the tonnage of open vessels, the depths are to be measured from the upper edge of the upper stake. The tonnage, as above ascertained, is required to be registered of every ship of the United Kingdom, which shall then be entitled to a certificate of the registry thereof. In steam vessels the tonnage due to the engine-room shall be deducted from the whole amount, and shall be described in the registry thereof, and any alteration therein shall require a new registry. To ascertain the tonnage of vessels laden, the following rule is laid down:—Measure first the length of the upper deck, between the after-part of the stem and the fore-part of the stern-post.

Secondly, the inside breadth on the under-side of the upper deck, at the middle point of the length. And, thirdly, the depth from the under-side of the upper deck down to the pump well. Multiply these three dimensions together, and divide by 130; the quotient will be the amount of tonnage. The tonnage of all vessels shall be carved in letters, 3 inches long at the least, on the main beam, previous to being registered. The tonnage of goods and stores shipped is sometimes taken by weight, and sometimes by measurement; the option lying with the ship-owner. In tonnage by weight 20 cwt. are allowed to the ton; by measurement 40 cubic feet.

TOON WOOD has already been mentioned under the head of *Cedar*, as being similar to the so-called Havannah cedar, the *Cederella odorata*. The toon tree is *C. toona*; its wood is of a reddish-brown color, rather coarse-grained, but much used all over India for furniture and cabinet-work.

TOP. A sort of platform surrounding the lower mast-head, from which it projects on all sides like a scaffold. The principal intention of the top is to extend the top-mast shrouds, so as to form a greater angle with the mast, and thereby give additional support to the latter.

TOP-MAST.—See *Mast*.

TOP ROPE. A rope employed to sway up a top-mast, or top-gallant mast, in order to fix it in its place, or to lower it in tempestuous weather, or when it is no longer necessary.

TOP SAILS.—See *Sails*.

TOP-GALLANT SAILS.—See *Sails*.

TOP A YARD, TO, is to draw one of the extremities of it higher than the other, by slackening one lift, and pulling upon the opposite one, so as to place the yard at a greater or less obliquity with the mast.

TOPPING LIFT. A large and strong tackle used to suspend or top the outer end of a gaff, or of the boom of a cutter's, brig's, sloop's, or schooner's mainsail.

TORRENT. In hydrography, a temporary gush of water falling suddenly from mountains, where there have been great rains, or an extraordinary thaw of snow, sometimes making great ravages in the plains.

TORTOISE-SHELL. The shell of the testaceous animal called a tortoise; used in inlaying, and in various other works, as for snuff-boxes, combs, &c. The best tortoise shell is thick, clear, transparent, of the color of antimony, sprinkled with brown and white.

TOSS THE OARS UP, TO, is to put them in a perpendicular direction ready to fall at once into the water, and is intended as a compliment to the passengers in the boat.

TOUCH, TO. Speaking of a ship's sails, is when they first begin to shiver with their edges in the direction of the wind, and is

either occasioned by an alteration in the ship's course, or by a change of the wind.

TOUCH, signifies the fineness of gold and silver in China, which is divided into 100 parts.—See *Sycee*.

TOUCH NEEDLES. Among assayers, &c., are little bars of gold, silver, and copper, combined together in all the different proportions and degrees of mixture; the use of which is to discover the degree of purity of any piece of gold or silver, by comparing the mark it leaves on the touchstone with those on the bars.

TOULON. A city and sea-port of France, seated on a bay of the Mediterranean, about 57 miles S.E. of Marseilles, in E. long. 5° 55', N. lat. 43° 7'.

TOURNOIS. In the old monetary system of France had the same meaning as sterling in English.

TOW. Flax or hemp beaten or combined into a filamentous substance.

Tow, TO. To draw a ship or boat forward in the water by means of a rope attached to another vessel or boat, which advances by the effort of rowing or sailing.

TOW LINE. A small hawser generally used to remove a ship from one part of a harbour or road to another by means of anchors, capstans, &c. It is also employed occasionally to moor a small vessel in a harbour, conveniently sheltered from the wind and sea.

TOW ROPE. A name given to any cable or other rope used in the exercise of towing.

TRADE WINDS, are certain regular winds blowing within or near the Tropics, and being either periodical or perpetual. Thus in the Indian Ocean they blow alternately from two opposite points of the compass, during a limited season; and in the Atlantic Ocean continue almost without intermission in one direction. They are accordingly called trade winds, from their great utility in navigation and commerce.

TRAFFIC. Commerce, merchandize, and exchange of commodities.

TRAGACANTH OR GUM DRAGON. A variety of gum, which is the produce of the *As-tragalus tragacantha*, a native of Africa, and imported in small twisted or flattened pieces, white or yellowish, and nearly opaque. When put into water, they swell up, and gradually form a gelatinous mass, not dissolving into a clear solution like gum arabic. It is used chiefly by pastry-cooks and lozenge makers.

TRAIN. A general name for different sorts of fish-oil; such as whale, seal, cod, pilchard oil, &c.

TRANKEYS. Name of boats employed at Bassorah, in the Persian Gulf, in the transhipment of cargoes.

TRANSFER. The act of delivering, by a written process, certain property from one to another.

TRANSIRE. A custom-house warrant, giving free passage for goods to a place named thereon.

TRANSITU, STOPPAGE IN.—See *Stoppage in Transitu*.

TRANSPORT BOARD. A board instituted in 1794, for the purpose of conducting the transport service, viz :—to transport troops and stores ; also to provide accommodation and provision for all prisoners of war, and to regulate their exchange by cartel, &c. It is subordinate to the secretary of state for the home department, has six commissioners and one secretary, whose office is in Dorset-square, Westminster, London, and consists of one chief clerk, one assistant, three extra clerks, one clerk of the minutes, one clerk for keeping account of the appropriation and service of transports, one assistant ditto, and one extra clerk. The province of this board is to negotiate all contracts with the ship owners, to cause surveys to be made of the vessels, finally to adjust the accounts and pay the balance.

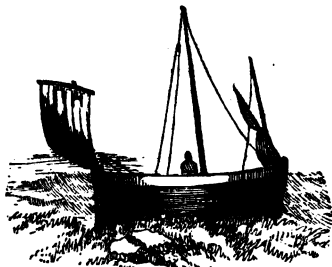
TRAVELLER. A large iron thimble, whose diameter is much longer in proportion to the breadth of its surface than the common ones. It is furnished with a tail formed of a piece of rope, about 3 feet in length, one end of which encircles the ring, to which it is spliced.

TRAVERSE OR TRANSVERSE, in general denotes one thing that goes athwart another ; that is, crosses and cuts it obliquely.

TRAVERSE SAILING, is the method of working or calculating traverses or compound courses, so as to bring them into one, &c. Traverse sailing, is used when a ship, hawing sailed from one port towards another, whose course and distance from the former is known, and is by reason of contrary winds or accidents, forced to shift and sail upon several courses which are to be brought into one course, to learn after so many turnings and windings the true course and distance made good, or the true point the ship is arrived at ; and so to know what must be the new course and distance to the intended port. To reduce a compound course to a single one. 1. Make a table of six columns marked course distance, N. S. E. W., beginning at the left hand, and write the given courses and distances in their proper columns. 2. Seek the given course and distances in the traverse, and let the corresponding differences of latitude and departure be written in their proper columns in the table made for the question. 3. Add up the columns of northing, southing, easting and westing ; then the difference between the sums of northing and southing gives the whole difference of latitude, which is of the same name with the greater ; and the difference between the sums of easting and westing will be the whole departure, which is likewise of the name with the greater. 4. The whole difference of latitude and departure

to the compound course being found, the direct course and distance is found by plane sailing.

TRAWL BOAT. A small boat used for coast fishing ; it is represented as follows :—



TREE-NAILS, are long cylindrical pins of cleft oak, from 1 inch to an inch and $\frac{1}{2}$ in diameter, and from 1 foot to 3 feet 6 inches in length, used for fastening the inside and outside plank of a ship to the upright timbers. They have recently been made of American pitch pine, a wood which is said to be more liable to dry-rot and decay than oak, and consequently very improper for the service.

TREND. In anchor making, is that part of the shank of an anchor from which the size is taken.

TREND, TO. To incline ; speaking of a coast, as the land trends to the south-west.

TRESTLE TREES. In mast-making, two strong bars of oak timber fixed horizontally on the opposite sides of the lower mast-head to support the frame of the top, and the weight of the topmast.—See *Mast* and *Top*.

TRET. An allowance made for the waste and dirt that may be mixed with any commodity.

TRICE TO, is to haul or tie up by means of a small rope or line.

TRICING LINE. A small cord generally passing through a block or thimble, and used to hoist up any object to a higher station, in order to render it less inconvenient, such as the tricing lines of the yard, tackle, &c., the inner tricing line hoists the block, and the outer one the parts of the tackle.

TRIESTE. A seaport of Germany, under the dominion of Austria, with a spacious harbour, standing in a gulf of its name, which is in the N. E. part of the gulf of Venice, in E. long. $14^{\circ} 3'$, N. lat. $45^{\circ} 51'$. Accounts are kept in florins or gulden = 60 kreutzers = 240 pfennigs. There are two sorts of weights used here, one for foreign goods imported, the other for goods from the interior.

TRIM. The state or disposition of the ballast, cargo, masts, &c., by which a ship is best calculated for the several purposes of navigation.

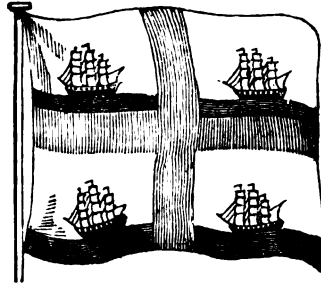
TRINIDAD. An island on the N. E. coast of Terra Firma, separated from Paria on the

south, by a channel about 10 miles wide, and from Cumana on the west, by the gulf of Paria. The island produces cocoa, cotton, indigo, maize, sugar, excellent tobacco and fruit. The capital is St. Joseph, standing by the side of a river, about 6 miles from its entrance to the gulf of Paria, in W. long. $64^{\circ} 30'$, N. lat. 10° . The British weights and measures are used here.



TRINITY HOUSE COMPANY. The society of the Trinity-house was founded by Sir W. Spert, comptroller of the navy to Henry VIII, at Deptford, in Kent, and incorporated on the 20th of May, 1515, by the name of the "Master, Wardens, and Assistants of the Guild, or Fraternity of the most Glorious and Undivided Trinity, and of St. Clement, in the parish of Deptford, Stroud, in the county of Kent." The corporation is governed by a master, 4 wardens, 8 assistants, and 18 elder brethren; the other members are denominated younger brethren, and are of unlimited number, as every master or mate, expert in navigation, may be admitted as such; and from them the vacancies of elder brethren are supplied. The corporation and court of assistants are invested with the following powers:—1. The examining of the boys studying mathematics at Christ's Hospital. 2. The examining of the masters of her Majesty's ships; the appointing pilots to conduct ships in and out of the river Thames, and the amercing all such as shall presume to act as a master of a ship of war or pilot, without their approbation, in a pecuniary mulct of £20. 3. The settling the several rates of pilotage, and erecting, ordering, and maintaining light houses, buoys, beacons and other sea marks upon the several coasts of the kingdom, for the security of navigation, particularly those of Scilly and Dungeness, to which all ships pay a duty. 4. The preserving of aliens from serving on board English ships without their license, upon penalty of £5 for each offence. 5. The punishing of seamen for desertion or mutiny in the merchant's service. 6. The hearing and determining the complaints of the officers and seamen in the merchant's service, but subject to an appeal to the lords commissioners or judge of the court of admiralty. 7. The

granting of licenses to poor seamen, (non-freemen) to row on the river Thames for their support in the intervals of sea service, or at an advanced age. The revenue of the corporation, which arises from tonnage, ballastage, beaconage, &c., and from contingent benefactions, is applied, after defraying the charges of carrying on the great purposes of the foundation, towards the relief of decayed seamen, their widows and orphans, of whom they annually relieve a large number by pensions, in addition to the maintenance of their almshouses at Deptford and Mile End.



Flag of the Trinity House Company.

TRIP. A term denoting an outward bound voyage, particularly in the coasting navigation. It also signifies a single board in plying to windward. *To trip the anchor*, is to loosen it from the bottom by its cable or buoy rope.

TRIPPING LINE. A small rope serving to unwind the lower top-gallant yard-arm, when in the act of striking or lowering it down upon deck.

TRIPOLI. A city and sea-port of Barbary, capital of a country of the same name. Ships drawing 18 feet water may safely ride in the harbour. The chief exports are drugs, berrilla, dates and dried fruit, gold dust, ivory and ostrich feathers. Tripoli is 275 miles S. S. E. of Tunis. E. long. $13^{\circ} 5'$, N. lat. $32^{\circ} 5'$. The flags of Tripoli are annexed. The green flag with the three crescents being that of the government, showing it to be a Turkish possession.



Accounts are kept in piastres of 52 aspers; the foreign coins current here fluctuate in value. The cantaar commercial weight = 112 lbs. avoirdupois; the caffiso dry measure is rather more than an English quarter.

TRIPOLI OR ROTTEN STONE is known by its quality of rubbing or wearing hard bodies, and is much-used in the polishing of metals; the particles of the tripoli being so fine as to leave even no perceptible scratches on the surface. Tripoli tastes like common chalk, and is sandy between the teeth; its color is brown or yellow. It is brought from Tripoli in Barbary, whence its name.

TROUGH OF THE SEA. A name given to the hollow or interval between two waves, which resembles a broad and deep trench perpetually fluctuating. As the setting of the sea is always produced by the wind, it is evident that the waves, and consequently the trough or hollow space between will be at right angles with the direction of the wind. Hence a ship rolls heaviest when she lies in the trough of the sea.

TROY WEIGHT. One of the most ancient of the different kinds used in Britain. The pound English troy contains 12 ounces, or 5,760 grains. It was formerly used for every purpose, and is still retained for weighing gold, silver and jewels; for compounding medicines; for experiments in natural philosophy; and for comparing different weights with each other.

4 grains	= 1 carat of diamonds.
24 grains	# 1 pennyweight.
20 dwts.	# 1 ounce.
12 ozs.	# 1 pound.
25 lbs.	# 1 quarter.
100 lbs.	# 1 hundred weight.

TRUCK. That part of the ship where the ends of the bottom planks are collected together, immediately under the stern or counter. When this part, instead of being incurvated, and forming a convex surface, assumes the shape of a vertical or oblique plane, it is said to be square.

TRUCK SYSTEM. A system which has prevailed, particularly in the mining and manufacturing districts, of paying the wages of workmen in goods, instead of money.

TRUSS OF HAY OR STRAW. A bundle done up for sale.

56 lbs. of hay	..... = 1 truss.
36 lbs. of straw	..... # 1 truss.
36 trusses of hay or straw	# 1 load.

The truss of new hay is 60 lbs. until the 1st day of September.

TRUSTEE. One to whom something is committed for the use and behoof of another.

TRYING. The situation of a ship when she lies nearly in the trough or hollow of the sea in a tempest, particularly if it blows contrary to her course; or it is the act of lying to in

a storm, which may be performed under any of the courses, reefed if requisite, or even under bare poles, the helm being lashed a-lee.

TRY SAIL. A small sail used by cutters, luggers, sloops, &c., in lieu of their main-sail during a storm.

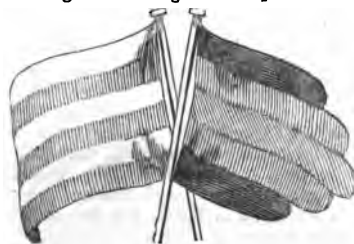
TOPAZ is a gem found in several parts of the East Indies, in Ethiopia, Arabia, Peru, and Bohemia. Those Oriental topazes are most esteemed, whose color borders on the orange; those of Peru are softer, but their color is much the same; the yellow of those of Bohemia is blackish—they are the softest and coarsest of all. This gem is easily counterfeited.

TUB OF BUTTER must contain at least 84 lbs.—See *Butter*.

TULIP WOOD is the growth of the Brazils. The wood is trimmed and cut like king-wood, but it is in general very unsound in the centre. Its color is flesh red, with dark red streaks; it is very handsome, but it fades. The wood, which is very wasteful and splintery, is used in turnery, Tunbridge ware manufactures, and brushes; it is often scarce. A wood, sometimes called French tulip wood, from its estimation in that country, appears to resemble a variegated cedar; it is much straighter and softer in the grain than the above. The streaks are well contrasted, the light being of an orange red. It appears to be a very excellent furniture and turnery wood, which has no smell. It contains abundance of gum, and is considered to come from Madras, but which peninsular has no pines.

TUN, A liquid measure = 252 gallons.

TUNIS. The capital of a kingdom of the same name in Africa, standing upon a shallow lake, which is entered from the port or bay Goletta by a narrow passage, between the south point of Cape Carthage and the opposite cape. It is 320 miles NNW. of Tripoli, and about 380 E. of Algiers. E. lon. 10° 6'. N. lat. 36° 45'. The English have little direct trade with the Barbary States. Accounts are kept in piastres of 52 aspers. The following are two flags of this port:—



TURKEY OR THE OTTOMAN EMPIRE. This large empire is divided geographically into two portions, Asiatic and European

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Turkey, politically united, and comprising also amongst its dependencies a great portion of the northern district of Africa. A country, therefore, containing so large a portion of three continents, situated in the congenial climate of the Mediterranean, and extending even to the tropical regions, open to the largest seas, and stretching on almost every side towards populous and civilized regions, is, as to its commercial capabilities, of first importance; yet, owing to the general ignorance and debased condition of both rulers and populace, every branch of industry is in a most wretched state, property is insecure, and power is law. Inland roads and carriages for conveyance of goods are almost unknown; almost all merchandize is conveyed throughout the country on the backs of camels and horses. Still the soil is so fruitful that Turkey has abundant produce to export, as sheep's wool, raw silk, goat's hair, cattle, horses, hides, skins, corn, cotton, tobacco, fruit, mastic and other gums, gall nuts, valonia, honey, wax, saffron, madder, safflower, whetstones, carpets, leather, &c. The chief imports are cotton and cotton yarn, linens, woollens, silks, tropical produce and dye stuffs, hardware, earthenware, paper, and furs. Trade is mostly in the hands of the English, French, and Armenians. Accounts are kept in piastres of 40 paras; the English value of the piastre is very uncertain—in 1810 the piastre was worth 1*l.* 8*d.*, in 1842 only 2*d.*, owing to the continued and frequent debasement of the coin. (For weights, &c., see *Constantinople*.) The flags of Turkey are seen beneath; the imperial flag, which is also the war flag, is shown on the right.



TURMERIC. The root of the *Curcuma longa*; this root yields a fine yellow powder, which is occasionally used as a dye stuff and in medicine. It also forms one of the ingredients in curry powder.

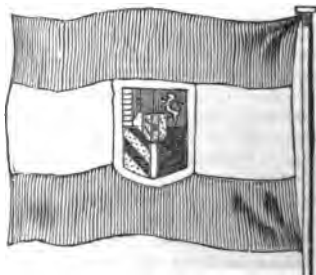
TURPENTINE. A transparent viscous substance, flowing naturally, or by incision, from several resinous trees. The true turpentine tree is found in Spain and the southern parts of France, as well as in the Island of Chio, and in the Indies. It is a middling-sized shrub, with leaves like those of the bay, bearing purplish imperfect flowers; and on

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separate pedicles hard unctuous berries, like those of the juniper. It is extremely resinous, and unless the resin is discharged it decays, produces fungous excrescences, swells, bursts, and dies; the prevention of which consists wholly in plentiful bleeding, both in the trunk and branches. The juice is the *Scio* or *Cyprus* turpentine of the shops; this sort is quite of a thick consistence, of a greenish color, clear and transparent, and of scarcely any taste or smell. The kind now called *Venice* turpentine is no more than a mixture of 8 parts of common yellow or black rosin, with 5 parts of oil of turpentine. The resin or gum which exudes from the larch tree is occasionally denominated *Venice* turpentine. The *Strasburg* turpentine is extracted from the silver fir. The *common* turpentine is thick, white, and opaque; much of it is prepared in Great Britain, and much is imported from the Baltic and America.

TURQUOISE. A stone which ranks among the inferior gems. The turquoise comes chiefly from Persia; its color is light green or blue; surface smooth and polished; hardness such as slightly to scratch glass; difficult to pulverize, and of a greenish-grey when reduced to powder. Those that have blackish veins, or are inclinable to greenish, or the color of milk, are of little value.

TUSCANY. A grand duchy of NW. Italy, lying between the Apennines and the Mediterranean Sea. The capital is Florence, an inland city and the chief port *Leghorn*, where all the commerce of the country is concentrated; we therefore refer to that word for particulars. The flag of the Tuscan merchant is given beneath:—



TUTENAG. An alloy of copper, zinc, and nickel, made originally in China, but now well known in this country under the name of German silver.

TWINE. In sail-making, a sort of strong twisted thread. There are two sorts of twine used in sail-making; viz., extra and ordinary. The extra is for seaming, and runs 360 fathoms to the pound; the ordinary is used to sew on the bolt-rope, and runs 200 fathoms to the pound. The twine for the navy is composed of three threads.



THESE were long considered the same letter, and even now are often indicated by the same character. The first however has a vowel sound, the latter that of a consonant. In contractions they are used as follows:—*Ult.* signifies *ultimo* or last, generally the last month. *U* for you, as *I.O.U.* I owe you. *U*, united, as *U.S.* United States, or United Service. *U.K.* United Kingdom. *Viz:* contracted from *videlicet*, signifies namely. *V* indicates *vide*, see.

ULLAGE signifies so much of a cask or other vessel as it wants of being full.

ULTRA-MARINE. A very fine blue powder, made from the blue parts of *tapis lazuli*. It has the uncommon property of neither fading nor becoming tarnished on exposure to the air or a moderate heat, and on this account is much used in painting. To ascertain if it be genuine, heat a little of it red-hot on an iron; if its color be not changed it is good; if adulterated, there will be dark-colored spots on it.

UMBER OR UMBRE. Among painters, &c., a kind of dry dusky-colored earth, which diluted with water serves to make a dark brown color. It is imported from the Continent.

UNBEND, to, implies to take off the sails from their yards and stays; to cast loose the cables from their anchors; or to untie one rope from another.

UNBIT, to, is to remove the horns of a cable from off the bits.

UNDER CURRENT. A stream running below the surface of the water.

UNDER FOOT, is said of an anchor when first let go.

UNDER-RUN A CABLE, to, is to pass under it in a boat, in order to examine if any part of it is damaged or entangled. To *under-run a tackle*, is to separate the several parts of which it is composed, and range them in order from one block to another, so that the general effort may not be interrupted when it is put into motion.

UNDER SAIL. The state of a ship when she is loosened from her moorings, and under the government of her sails and rudder.

UNDERTIDE. A current below different from that at the surface.

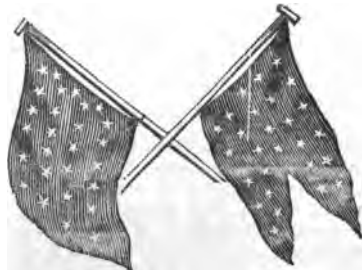
UNDER WRITER. An insurer who underwrites or subscribes his name to policies of insurance on ships, merchandize, &c., for a certain sum, for which he receives a premium, and consequently takes the risk on himself so far as the sum he insures.

UNION FLAG.—See *Flag and Jack*.

UNITED KINGDOM.—See *Britain*.

UNITED STATES OF NORTH AMERICA. A confederacy of democratic republics, which claims that portion of the Continent extending

from the Atlantic on the east, to the Pacific on the west, and from British America on the north to Mexico, Texas, and the Gulf of Mexico on the south. It is divided into 22 states, three territories, or half formed states, and a federal district. The capitals are Washington and New York. The principal objects of cultivation are in the different divisions as follows: in the Northern States, Indian corn, grass, rye, oats, flax, wheat, buck-wheat, barley and hemp. In the Middle and Western States, wheat, Indian corn, tobacco, oats, flax, barley, potatoes, rye, &c., and in the Southern States, cotton, wheat, tobacco, Indian corn, rice, barley and hemp. Live stock is also fed to a great extent. Mines of various sorts are found in many of the states, particularly of coals, iron, lead and salt. Manufactures are now of considerable moment in Massachusetts, where are made cotton and woollen goods; hardware and machinery in Pennsylvania, and leather articles, linen, cordage, glass, paper, soap and candles at different places. Brewing and distillation are also carried on a great scale in many parts, especially New York. The inland trade is of considerable activity and extent, and is much facilitated by the numerous great rivers, lakes, canals and railroads. The external commerce and navigation exceeds that of any other nation in the world, Great Britain alone excepted. The staple export is cotton in a raw state. The other chief articles are tobacco, flour, rice and other grain, pork, bacon and beef, lumber, naval stores, potashes, with sundry manufactures. The imports are made up of cottons, woollens, linens, hardware, earthenware, &c. from England; silks and wines from France and Spain; tea from China; sugar and coffee from Cuba and Brazil; linens, woollens and hosiery, from Germany; salt from England and Portugal, with spices, dye drugs, &c. from other parts. The integer of account is the dollar, which is divided into 100 cents. The gold coins are the eagle of 10 dollars, the $\frac{1}{2}$ eagle, and the $\frac{1}{4}$ eagle. The silver coins, the dollar (of 100 cents), worth 4s. 2d. sterling; the $\frac{1}{2}$ dollar and $\frac{1}{4}$ dollar, the dime or $\frac{1}{10}$ dollar, and $\frac{1}{2}$ dime; the copper coins are the cent, worth $\frac{1}{100}$ d.



and the $\frac{1}{2}$ cent. The weights and measures are the same as here, except the measures of capacity, which continue to be those used in England prior to the introduction of the imperial system. The revenue is derived almost entirely from the sale of the public lands and the customs' duties. The American ensign and jack are shown above; and the following are the American commodore's pennant, and the American jack.



UNLACE, TO, is to loosen and take off the bonnet of a sail from its principal part.

UNLOAD A GUN, TO, is to take the powder and ball out of a piece of ordnance, or musket.

UNMOOR, TO, is to reduce a ship to the state of riding by a single anchor and cable, after she has been moored or fastened by two or more cables.

UNREEVE, TO, is to withdraw or take out a rope from any block, thimble, dead eye, &c., through which it had formerly passed.

UNRIG A SHIP, TO, is to deprive her of the standing and running rigging, &c.

UNSHIP, TO, is to remove any piece of timber or wood from the place in which it was fitted; as unship the capstan bars, unship your oars, unship the tiller, &c.

UP AND DOWN is said of the anchor when the cable is hove in so as to be perpendicular to the hawse holes.

UPPER WORKS. A general name given to all that part of a ship which is above the surface of the water when she is properly balanced for a sea voyage.

USANCE is the time of one, two, or three months after the date of a bill, before that bill becomes payable, according to the custom of the place; and the nature of which must be averred in a declaration upon such bill. *Double usance* or *half usance* is double the usual time, or half of it.

USQUEBAUGH. A strong, compound, distilled spirit. The Highland sort, by corruption, they call *whiskey*.

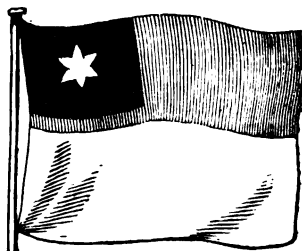
VALONIA. The husks of the acorn. It is used as a dyeing ingredient, and is imported from the Continent.

VALID. In law, an appellation given to acts, deeds, &c., which have passed all the formalities requisite to their being put into

execution, and to their being admitted in a court.

VAKIA. An Eastern weight of about $1\frac{1}{2}$ oz. English.

VALPARAISO. The principal sea-port of Chili, in lat. $33^{\circ} 1' S.$, and lon. $71^{\circ} 31' W.$ Although this is the most frequented port, being nearest the capital St. Jago, it is by no means so safe or commodious as that of Valdivia. Large quantities of corn are here shipped for exportation, and also a considerable amount of tallow and hides, copper, the precious metals, indigo, wood, and sarsaparilla. The trade that we carry on with this distant country amounts to more than a million a year, and is annually increasing. Half the above amount is in cotton goods—a large quantity considering the scantiness of the population, and the poverty of the country. With abundant resources it remains poor; with a restrictive and ignorant government it remains without commerce. It at present yields no more than is sufficient to exchange for the few foreign commodities it requires; yet were its capabilities called into exercise it might supply half the world with the precious metals, wool, wheat, and timber; and importing the varied products of other lands might become one of the richest countries of the world, as it is already one of the most healthy and pleasant. The weights and measures are those of Spain. Annexed is the flag of Valparaiso.



VALUE. The price or worth of any thing. *Intrinsic value* usually refers to cash, and implies its real worth in British sterling. Value received is usually inserted in bills of exchange and promissory notes, but is not essential to the validity of negotiable instruments, unless in particular cases; for value received is as much implied upon the face of every negotiable instrument, as if these words had been actually expressed. But by 9 and 10 Will. III, c 17, and 3 and 4 Anne, c 9, s 4, the holder cannot recover interest and damages against the drawer and indorser, in default of acceptance or payment, unless the bill contains the words *value received*. On this account therefore it is at all times advisable to insert these words.—See *Bills of Exchange*.

VALUATION OF GOODS. By 27 Geo. III, c 13, and 49 Geo. III, c 93, if on the importation of any goods it shall appear to the proper officers of customs that they are undervalued, such goods may be detained, and conveyed to the queen's warehouse, or otherwise properly secured; paying to the proprietor his valuation, and 10 per cent. thereon in addition, and also the duties paid on importing such goods, but without any further allowance whatever. Such payment to be made within fifteen days, in case the value of such goods exceeds £20, and without delay if otherwise. If on the sale of such goods any profit shall arise, the officer is entitled to one moiety thereof. Goods subject to duty on exportation, which is charged not according to weight, tale, guage, or measure, but according to value, being under-valued, may likewise be detained, paying the proprietor according to his declaration, together with the duties of customs paid thereon at the time of entry thereof, without any other allowance whatever.

VAN DIEMAN'S LAND OR TASMANIA. A large island to the south of New Holland, and separated from it by Bass' Strait. This is known as one of the most rapidly-improving of the British Colonies. Its staple commodity is a very fine species of wool; the export of which has increased to a great extent, having advanced from 99,415 lbs. in 1820 to 993,979 lbs. in 1830, and to 2,609,520 lbs. in 1838. Large quantities of wheat, oil, whalebone, flour, live stock, hides and skins, bark, and other articles are also exported, altogether to the amount, with the wool, of nearly a million per annum. The colony also imports British, Chinese, and Indian goods to a yet greater extent. In 1838 there were 101 vessels belonging to the colony, of the aggregate burden of 8,382 tons. The seat of government is Hobart Town. The colonial seal is as follows:—



VANE. A slip of bunting placed at the mast head, or some conspicuous place in the ship. It is commonly sewed upon a wooden frame, called the slack, which contains two holes whereby to slip over the spindle, upon which it veers about by the wind to show its direction or course.—See *Dog Vane*.

VANGS. A sort of braces to support and keep steady the mizen gaff.

VANILLA. A plant, the fruit of which is used in manufacturing chocolate, likewise to perfume snuffs and other substances. It is a native of Mexico.

VAR OR VARA. A Spanish long measure. At Teneriffe it is 34½ imperial inches; at Alicant 29½ inches.

VARNISH. A clear limpid fluid, capable of hardening without losing its transparency, used by painters, gilders, &c., and prepared from different resins.

VAT. A large vessel in which liquors are kept in their immature state.

VEER, TO, is to cause a ship to change her course from one tack to the other by turning her stern to windward. Hence it is used in the same sense as wearing, and in opposition to tacking, wherein the head is turned to the wind, and the stern to the leeward. *To veer away*, is to let go a rope gently. *To veer and haul*, is to pull a rope tight by drawing it in, and slackening it alternately, till the body to which it is applied acquires an additional motion like the increased vibrations of a pendulum, so that the rope is straightened to a greater tension with more facility and dispatch. This method is particularly used in hauling the bowlines. *The wind veers and hauls*, implies that it is altering its direction and becoming more or less fair. Thus it is said to veer aft and to haul forward.

VELLON. A money in which accounts are kept in many parts of Spain.

VELLUM. What is called vellum is only parchment made of the skins of abortive, or at least sucking calves. This has a much finer grain, and is whiter and smoother than parchment. The duty is 1*d.* per skin.

VELVET. A rich kind of stuff, all silk, covered on the outside with a close, short, fine, soft shag, the other side being a very strong close tissue. Imported velvet is at 30 per cent. *ad valorem* duty. Many parts of the continent manufactures the finest velvets. Besides the silk velvet, we have in Great Britain, a stuff manufactured from cotton, which bears the name of *cotton* or *German* velvet; or the coarser kinds, *velveteen* and *plush*.

VENDEE. One to whom any thing is sold.

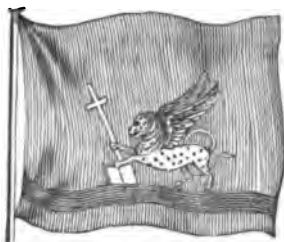
VENDOR. The seller of any thing.

VENUE. An auction or public sale.

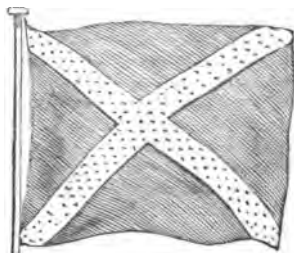
VENICE. A city of Italy, and belonging to the capital of a territory of the same name, but now forming part of the Austrian dominions. This city stands about 5 miles from the mainland, on a kind of laguna or lake, separated from the Gulf of Venice, by some islands, at a few miles distance, which islands in a great measure break the force of the Adriatic storms, before they reach the laguna.

VEN

The principal exports of Venice are silk manufactures, bone, lace, and all sorts of glasses and mirrors. E. long. 12° 23'. N. lat. 45° 27'. Accounts are kept in lire = 20 soldi = 240 denari tricoli. The effective current money is called moneta piccola. Two different weights are used here for merchandize, namely, peso grosso or large weight, and peso sottile or small weight. The pound of the former is divided into 12 ounces, each 192 carats, and the pound of the latter into 12 ounces, each of 144 carats. Beneath is the flag of Venice:—



VENEZUELA. One of the three republics of Colombia. It occupies the N.E. corner of South America, between New Granada and British Guinea, and having Brazil on the south. For the particulars of the little commerce carried on with Venezuela, see *Caracas*. The flag of the republic is as follows:—



VERMICELLI. A composition of flour, cheese, yolks of eggs, sugar, and saffron, reduced to a paste, and formed into long slender pieces, like thread worms, by forcing it with a piston through a number of little holes. It is much used in Italy, and other countries, in soups, broths, &c.

VERMILLION.—See *Cinnabar*.

VERDIGRIS. The acetate of copper, much used by painters as a green color. It is usually obtained by exposing plates of copper to the action of vinegar, till they are converted to a bluish green powder, and then dissolving this powder in acetate acid, and crystallizing it.

VERDITER OR VERDETER. A kind of

VER

mineral substance, used by painters, &c., for a blue, but more usually mixed with a yellow for a green color; it is found in Hungary. There is factitious verditer made in England.

VERA CRUZ. A city of Mexico, with a good convenient harbour. Before the natives of New Spain struggled for their liberties this port was their centre of treasure and merchandize, receiving East India produce by way of Acapulco, which was conveyed across the isthmus, and from this place exported to Europe and the West Indies. Here also the flotilla came from Old Spain to receive the produce of the mines of Mexico. W. lon. 96° 9'. N. lat. 19° 11'.

VESSEL. A general name given to the different sorts of ships which are navigated on the ocean, or in canals and rivers. It is, however, more particularly applied to those of the smaller kinds, furnished with one or two masts. A description of the various vessels will be found under their proper names.

VICE VERSA. On the contrary.

VIDELICET. Namely, that is to say; it is generally written viz.

VIDONIA. A white wine; the produce of the island of Teneriffe.

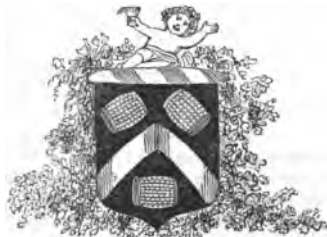
VINEGAR. This term is applied to various modifications of the acetic acid. The simplest mode of obtaining it is to excite a second or acetous fermentation in wine; in this case oxygen is absorbed, a variable proportion of carbonic acid is generally evolved, and the alcohol of the wine passes into vinegar. Very good vinegar is also made from strong beer, or from a wort or infusion of malt prepared for the purpose, or from a decoction of common raisins, or from a mixture of sugar and water. Another kind of vinegar, which has been much used of late years, is procured by the destructive distillation of wood; it is chemically called *pyroligneous acid*. When all these kinds are distilled they become a similar highly pungent and aromatic fluid, known as acetic acid or aromatic vinegar. Vinegar pays a duty of 2d. per gallon, and every vinegar maker is required to take out a yearly licence of £5. He must make entry of his premises, which the officers are allowed to enter and survey. Vinegar makers are not to receive materials, nor send out vinegar without notice, or at improper hours, nor without permit. The duty upon foreign vinegar is £18 18s. the tun. It amounted in 1840 to £1214.

VINCENT, ST. An island of the British West Indies, 108 miles west of Barbadoes, extends about 17 miles from north to south. It is rugged and mountainous, and only about one-third is under cultivation, but the soil is well adapted for sugar, of which St. Vincent produces about 22½ millions of lbs. annually, together with considerable quanti-

ties of rum, molasses, cotton, and arrow root. The following is the colonial seal :—



VINTNER'S COMPANY. This fraternity, anciently denominated Wintonners, consisted of two sorts of dealers, namely the *Vinetarii* and the *Tabernarii*; the former whereof were merchant importers, and the latter retailers, who either keep taverns or cellars. The company was incorporated by letters patent of the 15th Henry VI, (1437,) by the name of the "Master, Wardens, Freeman, and Commonalty of the Mystery of Vintners of the City of London." They may sell wine within the city and liberties without a licence, and they have many other privileges. This is the eleventh company, from one of which



W. THIS letter is wanting in the French and the learned languages, and its modern form even unknown to England until the late ages, having been previously made like two u's or two v's. It is equally a vowel and a consonant. In commercial contractions it is rarely met with, except for west, writer, &c., as W. I., West Indies. N.W., North West. W.S., Writer of the Signet, &c.

WAPT OR WEFT. A signal displayed from the stern of a ship, for some particular purpose, by hoisting the ensign, furled up together into a long roll, to the head of its staff. It is particularly used to summon the ships'

the lord mayor must be chosen. They bear for their arms sable, a chevron cetu, three tuns argent, and a Bacchus for the crest. They have no motto and no supporters.

VIOLET WOOD.—See *King Wood*.

VIRGIN ISLANDS. A cluster of lofty islands adjoining Porto Rico, in the West Indies. They belong to the British. The chief of them is Tortola. They are eleven in number, but small and unimportant, producing a little sugar, rum and molasses. The colonial seal is as follows :—



Vis. A weight in the East Indies=50 ounces avoirdupois.

VITRIOL. A compound salt, formed by the union of iron, copper or zinc, with sulphuric acid; called green, blue or white, according to the metal; iron producing green vitriol, copper, blue, and zinc, white.

VITRIOL, OIL OF, is the common name given in trade to vitriolic or sulphuric acid. It is procured from sulphur, which contains the vitriolic acid in great abundance.

VOYAGE, in a general sense, implies a space passed over by sea in a ship or vessel from one port to another; but more particularly to some foreign clime, as to the East and West Indies, &c.

boats from off the shore; or as a signal for a pilot to repair aboard.

WAIST. That part of a ship which is contained between the quarter deck and fore-castle, being usually a hollow space, with an ascent of several steps to either of those places. When the waist of a merchant ship is only one or two steps of descent from the quarter deck and fore-castle, she is said to be galley built; but when it is considerably deeper, as with six or seven steps, she is called frigate built.

WAKE. The print or mark impressed by the course of a ship on the surface of the water.

WALRS. An assemblage of strong planks, extending along a ship's side throughout her whole length, at different heights, and serving

WESTING. In navigation, denotes the quantity of departure made good to the westward from the meridian.

WEST INDIES. The extensive Archipelago which lies between North and South America, stretching from the coast of Florida in the 28th° to the shores of Venezuela in the 10th° of N. lat. It is divided by geographers into the Bahamas, composed of fourteen clusters of islands, and 700 keys; the Great Antilles comprising the four largest islands of the group, Cuba, Hayti, Porto Rico and Jamaica: the Lesser Antilles, stretching from Trinidad in a westerly direction, along the southern coast of South America; and the Caribbee Islands, stretching like a great bow, from Tobago to Porto Rico, and subdivided into the three groups known under the name of the Virgin Islands, the Leeward Islands, and the Windward Islands. Each of the divisions above mentioned, and the most important individual islands, have been described separately. The whole Archipelago, with the exception of some of the Bahamas, is within the torrid zone. The name *India* was given to them by Columbus, who first discovered them, under the notion that they formed part of India, which was the object of his search. When the mistake was discovered, they retained the name, with the prefix *west*, to denote their geographical position. The *British West Indies* are *Antigua, Barbadoes, Dominica, Grenada, Jamaica, Montserrat, Nevis, St. Kitts, St. Lucia, St. Vincent, Tobago, Tortola, Anguilla, Trinidad, Virgin Islands, Bahamas and Bermuda.*—See these terms.

WEXFORD. A borough and sea-port of Ireland, situate on the southern shore of a haven of considerable extent, inclosed except at its mouth, which is narrower. The harbour is six miles broad, and as many long, but divided in two; the inner harbour being four miles long by one mile broad. The soundings from one to five fathoms at low water. The river Slaney, which falls into the western side of the port, and is navigable to Eniscorthy, (13 miles,) conduces much to the prosperity of the town. Corn and cattle are its chief exports. In the town and neighbourhood are extensive woollen manufactures. N. lat. 52° 18'. W. lon. 6° 28'.

WEY OF SALT = 40 bushels; each bushel = 56 lbs. Of cheese = 32 cloves; each clove = 7 lbs. Of wool = 6½ tods; each tod = 28 lbs.

WHALE. There are several species of this valuable animal, the chief of which are the *Spermaceti* whale already described, (see *Spermaceti*), and the Greenland whale, or whalebone whale, (*Balæna mysticetus*), for the capture of which large fleets are annually fitted out by almost all nations of importance,

their bodies being the source of that vast quantity of animal oil, so valuable in our soap and other manufactures, and for the supply for lamps. The blubber of a large whale will yield as much as 20 tons of pure oil, and its mouth affords from 20 to 25 plates of whalebone, the longest of which are often 10 or 12 feet long. The duty upon whale or train oil or blubber is 1s. per ton of British taking, but as much as 120s. of foreign; while spermaceti oil shows a still greater disproportion, it being £1 of British and £15 of foreign taking. Whale fins of British taking are 20s. per ton, £20 if of foreign ditto. Those engaged in the whale fishery, which is carried on in the Arctic and Antarctic Seas, around Cape Horn, and near New Zealand, are entitled to many privileges from the government, on account of the hardships endured in this traffic, and the consequent hardihood the seamen acquire, rendering them so valuable to draft into our navy, when exigencies require such an impressment.

WHARF. A perpendicular building of wood or stone, raised on the shore of a road or harbour, for the convenience of lading or discharging a vessel, by means of cranes, tackles, capstans, &c.

WHARFINGER. The person who has the charge of a wharf, and takes account of all the articles landed thereon, or removed from it into any vessel lying alongside thereof; for which he receives a certain fee, called wharfage, as a due to the proprietor for the rent of the quay or wharf, and for the use of his machines and furniture.

WHEAT. (*Hvede* Da. *Tam* Du. *Froment* Blé Fr. *Wittzen* Ger. *Grano* Ital. *Trigo* Sp. and Por.) The most valuable of the bread corns, and now cultivated in almost all temperate climates throughout the greater part of Europe, in all the provinces of China, in Syria, Persia, and other temperate parts of Asia. In the North of Africa, at the Cape of Good Hope, the United States, and even in South America. Wheat belongs to the tribe of the grasses; like the other corn plants, there are very numerous varieties, many of which change into each other in particular soils and climates. The most permanent varieties are the red and white grained, and the spring wheat. Wheat yields a greater proportion of flour than any other grain, and this flour is more nutritious than that of oats, barley, or rye. If imported from any foreign country the duty is as follows, the duty decreasing as the price per quarter increases:—

	s.	d.
If under 51s.	20	0
" 51s. and under 52s.	19	0

And so diminishing 1s. per quarter duty up to 66s. in price, when it continues as follows:—

WHE

65s. and under 66s.	7	0
66s. " 69s.	6	0
69s. " 70s.	5	0
70s. " 71s.	4	0
71s. " 72s.	3	0
72s. " 73s.	2	0
73s. and upwards	1	0

If the produce of any British possession it is as follows :—

Under 55s.	5	0
55s. and under 56s.	4	0
56s. " 57s.	3	0
57s. " 58s.	2	0
58s. and upwards	1	0
From Canada	1	0

Wheat flour and meal pay for every barrel, being 196 lbs., a duty equal in amount to the duty payable on 38½ gallons of wheat.

WHELPS. Short upright pieces placed round the barrel of the capstan, to afford resting points for the messenger or hawser, and also to increase the diameter of the capstan without much influencing the weight.

WHERRY. A boat used for pleasure parties on rivers, holding six or eight persons, also



a decked vessel used in fishing in different parts of Great Britain and Ireland.



WHETSTONE. A kind of sand-stone dug up chiefly in Derbyshire, and other northern countries; it is of a dusky yellow color, resists the action of acids, though permeable to water, being of a rough and coarse grain.

WHIP, TO, is to tie a piece of twine, or spun yarn, &c. round the end of a rope, to prevent it being untwisted and loosened.

WHISKEY. A spirit distilled from malted grain. The raw spirit supplied by the malt distillers to the rectifiers is English whiskey; this is not much esteemed as a drink. In Scotland and Ireland, where the stills are more shallow, and consequently where more empyreumatic oil passes over with the spirit, it is of a stronger flavor, and is more esteemed,

WHI

so much so that whiskey is the favorite and national drink of the Scotch and Irish.

WHITE PEPPER.—See *Pepper*.

WHITING. Chalk cleared of its grosser impurities, by being ground in a mill, made up into small loaves and dried.

WILLOW. There are many varieties of the willow. (*Salix*). It is perhaps the softest and lightest of our woods. Its color is tolerably white, inclined to yellowish grey: it is planed into chips for hat-boxes, baskets, and wove bonnets; and has been attempted to be used in the manufacture of paper. The small branches of willow are used for hoops for tubs; the large wood for cricket bats. From the facility with which it is turned, it is in demand for boxes for druggists and perfumery, which are otherwise made of small birchwood. The wood of the willow is described by Mr. Loudon, as soft, smooth, and light; the wood of the larger species, as *Salix alba* and *Russeliana*, is sawn into boards for flooring. The real wood willow, *S. fragilis*, is said to produce timber superior to any other species; it is used for building light and swift sailing vessels. *S. Russeliana* being closely allied to *S. Fragilis* is probably allied to it in properties. The wood of *S. Caprea* is heavier than that of any other species. Hats are manufactured in France from strips of the wood of *S. alba*.



The Crack Willow.—*Salix fragilis*.

WINCHESTER BUSHEL. The English standard until 1826, when the imperial standard bushel was introduced. The Winchester bushel is 18½ inches wide and 8 inches deep, and contains 2150·42 cubic inches, while the imperial standard bushel contains 2218·44 cubic inches.

WIN

WINDAGE OF A GUN is the difference between the diameter of the bore of a gun and the diameter of the shot or shell corresponding thereto.

WIND'S EYE, THE, denotes the direct point from which the wind blows.

WIND BOUND. When speaking of a ship or vessel implies that she is prevented from sailing to her destination in consequence of the wind being contrary.

WINDLASS. A machine used in merchant ships, instead of a capstan, to heave up the anchors from the bottom, &c.

WIND ROPE. A term applied to a ship which, riding where the wind and tide are opposed to each other, is forced by the violence of the former to remain to leeward of her anchor.

WIND SAIL. A sort of wide tube or funnel of canvas employed to convey a stream of fresh air into the lower apartments of a ship, being let down through the hatches, and kept extended by several wooden hoops in different parts of its height. The upper part is open on the side which is placed to windward, so as to receive the full current of it, which fills the tube, and rushes downward into the lower regions of the ship.

WINDWARD, TO, is towards that part of the horizon from whence the wind blows. *Sailing to windward* is the art of working the ship towards that quarter of the compass from whence the wind blows.

WINDWARD ISLANDS. Such of the Caribbee Isles in the West Indies as commence at Martinico and extend to Tobago.

WINE. (*Wyn Du. Vin. Fr. Wein Ger. Vno Ital. and Spa. Vinho Port.*) The fermented juice of the grape and other fruits, and being of a light or dark color, according to the fruit itself. The wines imported are as follows; the duty upon all is 5s. 6d. per gallon from foreign countries; 2s. 9d. from British possessions. The French wines are Burgundy, Barsac, Pontac, Champagne, Claret, Sauterne, Hermitage, Côte Rôtie, Rousillon, Masden, and Frontignac. The Spanish wines are Sherry, Amontillado Sherry, Xeres, Tent, Malaga and Mountain, Alba Flora, Madeira, Malmsey, Tinto, and Teneriffe or Vidonia. The wines brought from Portugal are Port, Lisbon, white and red, Bucellas, Calcavellas, and Figueira. The German and Rhenish wines are esteemed, particularly Hock, Moselle and Neckar. Hungary produces the celebrated Tokay. Italy affords the sweet Lacryma Christi. Sicily exports Marsalla or Bronte Madeira. The Cape of Good Hope yields three or four wines, called Cape Madeira, Cape Sherry, Cape Hock, and Constantia. No wine is shipped to Europe from Asia, Australia, or either America. British wines are made from a great variety of native fruits, as Raspberry,

WIN

Currant, Gooseberry, Elderberry, &c., and in some cases flavored with spices and flowers, as Cowslip wine and Ginger wine. The manufacture of these is subjected to the surveillance of the excise, under the name of *sweets*. (See *Sweets*.) Foreign wines are wholly made from grapes, either white or red. The red wines, such as Port, Burgundy, Claret, &c., derive their color from the husk of the grape being allowed to remain along with the juice while fermenting. The roughness is also derived from the grape stones remaining at the same time. 6,000,000 gallons of foreign wine may be taken as our average yearly consumption, while nearly 2,000,000 gallons are re-exported. Wine is imported in butts or pipes, and hogsheads; the standards of which are as follows:—

Pipe of Port	115 Gallons.
" Lisbon	117 "
" Cape or Madeira	92 "
" Teneriffe	100 "
Butt of Sherry	108 "
Hogshead of Claret	46 "
Aum of Hock	30 "

(All Imperial Measure.)

WINE MEASURE. The measure by which wines, and all other liquids, are measured. The gallon is the legal standard, and is used for every liquid, but the larger measures are used very often only for a particular kind, as wine, beer, oil, &c.

4 Gills or Quarters ..	1 Pint.
2 Pints	1 Quart.
4 Quarts	1 Gallon.
5 Gallons	1 Pin or Keg (Brandy.)
9 Gallons	1 Firkin (Beer.)
10 Gallons	1 Anker (Brandy.)
18 Gallons	1 Kilderkin.
31½ Gallons	1 Half Hogshead.
36 Gallons	1 Barrel (Beer)
42 Gallons	1 Tierce
63 Gallons	1 Hogshead.
84 Gallons	1 Puncheon.
2 Hogsheads	1 Pipe or Butt.
2 Pipes	1 Tun (Oil.)

Many of the above measures are entirely nominal. The above number of gallons, which they are usually said to contain, are such as they held previous to the alteration of weights and measures, in 1826. At that time the content of the gallon being raised from 231 to 277·274 cubic inches, the contents of the larger measures in gallons must be very different, as the casks themselves have not been altered in size to meet the required increase. Thus the tierce = 35 imperial gallons; the puncheon = 70; the hogshead = 52½; the pipe or butt = 105; and the tun = 210 gallons; (all very nearly.)

WINGS. A name given to those parts of the hold and orlop deck, which are nearest to the sides. This term is particularly used in

the stowage of the several materials contained in the hold ; as, stow the large casks amidships, and the smaller barrels in the wings.

WOAD. A biennial plant, cultivated much upon the continent, and of great use to dyers, as affording a permanent blue color, and serving to fix many others. It is also grown in England.

WOOD. Properly speaking wood is the name for all the hard products of vegetation, whether developed of a small or a large size, but in commerce it is restricted to the small kinds of timber which are imported for fancy manufactures, or for dye drugs. See the following terms,—*Amboyna, Box, Brazil, Braziletto, Cam, Cedar, Ebony, King, Lig-num Vitæ, Logwood, Mahogany, Olive, Rose, Sapan, Satin, Tulip, Zebra, &c.*, also the names of the British trees, *Poplar, Sycamore, Walnut, Ash, &c.*

WOOL. The covering of sheep and some other animals, chiefly while they inhabit cold countries ; when in warmer regions the wool so abundant on the sheep here, and in other northern places, becomes finer in texture, and more after the nature of hair. The quality of wool depends partly upon this cause, and partly upon the breed of sheep, &c. Those of this country afford it of good quality and texture, and abundant ; that produced in Spain from the merino sheep is reckoned superior for finer cloths. Most excellent wool is also produced in New South Wales and Van Dieman's Land, from which places it has been exported in great quantities of late years, forming indeed one of the chief staples of these colonies. While the wool remains in the state as first shorn, it is called the *fleece*. It is afterwards separated according to its degrees of fineness and general quality. Wool either in a raw or manufactured state has always been the principal of the staple articles of this country. The duty upon the various kinds of wool is as follows :—

	F. C.	B. P.
	s. d.	s. d.
Wool of the Alpaca and } the Llama tribe }	2 6 ..	2 6 $\frac{1}{2}$ cwt.
Beaver Wool	0 6 ..	0 3 $\frac{1}{2}$ lb.
Coney Wool	0 1 ..	0 1 "
Cotton Wool	2 11 ..	0 4 "
Goat's Wool or Hair..	2 6 ..	free. "
Hare's	0 1 ..	free. "
Sheep or Lamb's	1d. or 1d. ..	free. "

WOOLDERS, SINGLE & DOUBLE-HANDED. In rope making, are sticks about 3 feet long

and 4 inches in circumference, with straps of rope yarn, made fast to fix on the rope, and assist the men at the hooks in closing the rope.

WORK A SHIP, TO, is to direct her movements by adapting the sails to the force and direction of the wind. A ship is also said to work when she strains and labors heavily in tempestuous sea, so as to loosen her joints or timbers.

WOOLLEN TRADE. One of the great staples of England, divided into four parts, carpets, hosiery, woollen cloths, and worsted or stuff articles. The annual value of these goods to England is valued at £27,000,000. The extent and nature of the foreign trade in woollen goods is best shown by an account of our exports in these articles in 1841, with their respective quantities. It is almost impossible to calculate our own consumption.

213,125 Pieces of Broad Cloth.	
11,491 "	Napped Coatings, &c.
22,131 "	Kerseymeres.
37,160 "	Baize.
2,007,366 "	Stuffs.
1,820,244 Yards of Flannel.	
2,187,329 "	Blanketing.
809,315 "	Carpeting.
5,015,087 "	Woollens, mixed with Cotton.
135,909 Dozen Pairs of Stockings.	
£163,900 value in Tapes, Small Wares, &c.	
4,903,291 lbs. of Yarn or Worsted Thread.	

WORK DOUBLE TIDES, TO. A phrase used in the dockyards, implying that the people perform the work of three days in two.

WORM A CABLE, TO, is to wind a rope spirally about a cable, so as to lie close along the interval between every two strands.

WORSTED. A thread spun of wool that has been combed, and which, in the spinning, is twisted harder than ordinarily.

WORT. The infusion of malt before it is made into beer by fermentation.

WRECK. The ruins of a ship which has been stranded or dashed to pieces on a shelf, rock, or lee-shore, by tempestuous weather, or by accident.

WRING A MAST, TO, is to bend or strain it out of its natural position, by setting shrouds up too taught. This phrase is also applied to a capstan, &c. when by too great a strain the component parts of the wood become deranged, and are thereby disunited.

WRING BOLTS. In ship-building, are bolts used to bend and secure the planks against the timbers till they are properly fastened by bolts, spikes and trenails.



NEVER commences a truly English word, though it is by no means uncommon in contractions. X standing alone indicates 10. XX 20, XXX 30. One, two, or three ex's also are used as indicative of the strength of malt liquors; thus we speak and write of ale being double or triple X in quality. It is also often used for Christ, as Xmas Christmas, Xn Christian, and Xper Christopher.

XEBEC. A small three-masted vessel, navigated in the Mediterranean Sea, also on the coasts of Spain, Portugal, and Barbary, and is distinguished from all other European

vessels by the great projection of the prow and stern beyond the cutwater and stern-post respectively.



A LETTER which equally with W is a vowel and a consonant, the former at the beginning of a word or syllable. Yr. indicates Year, though only used in tables and calculations, or as expressive of number. A.D. indicating a particular period; thus we say twenty years after a certain event. Yd. signifies yard. Yr. Yours, &c.

YACCA WOOD OR YACHER, from Jamaica, is sent in short crooked pieces like roots, from 4 to 12 inches thick. The wood is pale brown, with streaks of hazel brown; it is principally used for cabinet and marquetry work, and turning; some pieces are very handsome.

YACHT. A vessel of state, usually employed to carry princes, ambassadors, or other great personages from one kingdom to another. As the principal design of a yacht is to accommodate the passengers, it is usually fitted with a variety of convenient apartments, with suitable furniture. The royal yachts are generally rigged as ketches, except the one reserved for the sovereign, which is equipped and rigged as a ship. They are elegantly furnished, and richly ornamented with sculp-

ture, and always commanded by post captains. The smaller yachts which are rigged as sloops are generally used by the commissioners of the navy at the different dockyards. Private pleasure boats when sufficiently large for a sea voyage are also termed yachts.

YARD. An English long measure = 3 feet. **Yard,** a long piece of timber suspended upon the masts of a ship to extend the sails to the wind. All yards are either square or lateen; the former of which are suspended across the masts at right angles, and the latter obliquely.

YARMOUTH, OR GREAT YARMOUTH, is a borough and sea-port at the mouth of the river Yare, on the coast of Norfolk. Yarmouth has a handsome quay, and a jetty which extends 110 paces into the sea. This town is well situated for commerce; open to the sea, by means of its rivers it has ready internal communication with Norwich, and various parts of Norfolk and Suffolk; to which it forwards articles imported, with fish, coal, timber, iron, and other goods brought coastwise; receiving for shipment in return corn, malt and manufactured goods. Its harbour will not admit vessels of large burthen. The most beneficial commerce of this place is its fishery, carried on in May and June for mackerel, and in October and November for herrings. Parallel to the coast of Yarmouth, off at sea, is a large bank, between which and the shore is a deep channel, known by the name of Yarmouth Roads, E. long. 1° 45', N. 52° 38'.

YARN. In rope making, one of the threads of which a rope is composed.

YAW. The movement by which the ship deviates from the line of her course towards the right or left in steering.



YAW

YAWL. A fishing boat usually rowed with four or six oars.



YELLOW BERRIES.—See *French Berries*.

YELLOW WEED.—See *Weld*.

YEW. The yew tree is common in Spain, Italy, and England; it is indigenous to Nottinghamshire. The tree is not large, and the wood is of a pale yellow red color, handsomely striped, and often dotted like Amboyna. It has been long famed for the construction of bows, and is still so employed, although the undivided way it held in the days of Robin Hood has ceased. The English species, (*Taxus baccata*), is esteemed hard, tough, and durable. It is used for making chairs,

YEW

handles, archery bows, walking sticks, &c. Some of the older wood is of a darker color, more resembling pale walnut tree, and very beautifully marked; the finer pieces are reserved for cabinet work; it is a clean wood for turning. The Irish yew is preferred for bows.



The Common Yew.—*Taxus baccata*.

YOKE. A small board which crosses the upper end of a boat's rudder at right angles, and having two lines extending from its opposite extremities to the stern sheets of the boat, whereby she is steered as with a tiller.



BEGINS only those English words derived from a few foreign languages. It is therefore of rare occurrence and perhaps does not occur as a contraction at all. It has a compound sound of *ts* or *ds*.

ZAFFRE OR ZAFFAR, is the oxyde of cobalt, mixed with three times its weight of powdered flints, employed in painting pottery ware and cobalt of a blue color, and forms the most solid and fixed of all the colors that can be employed in vitrification.

ZANTE OR YOUNG FUSTIC, from the Mediterranean, is a species of sumach. (*Rhus Cotinus*.) It is small, and of a golden yellow, with two-thirds sap; it is only used for dyeing, and is quite distinct from the *Morus tinctoria*, or old fustic.

ZEALAND. The principal island of Denmark, and that upon which stands its capital,

Copenhagen. (See *Copenhagen*.) Beneath is the flag of Zealand:—



ZEALAND, NEW.—See *New Zealand*.

ZEBRA WOOD is the produce of the Brazils and Rio Janeiro; it is sent in logs and planks as large as 24 inches. The color is orange brown and dark brown, variously mixed, generally in straight stripes; it is suitable to cabinet work and turnery, as it is very handsome.

ZIN

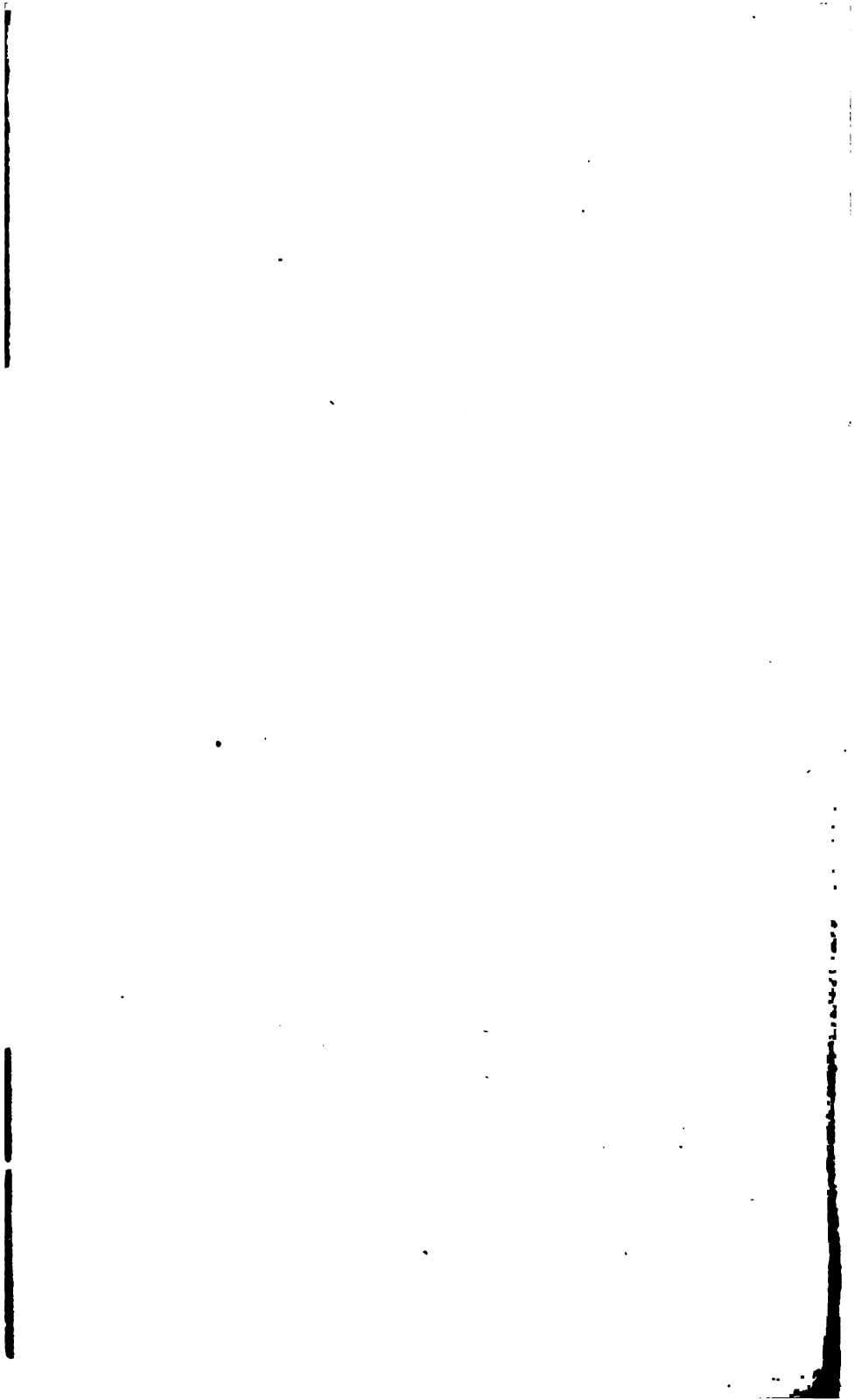
ZIN

ZINC OR SPELTER. (*Zinc* Fr. *Zinco* Ital.) A metal of a whitish blue color, obtained from the native carbonate, called *calamine*, or from the native sulphuret, called *blende* or *black jack*. These ores are roasted, and mixed with charcoal. The mixture is put in a crucible, closed at top, and perforated at bottom by an iron tube, which passes through the grate. The zinc distils by the heat, and the vapors passing down the tube are congealed, and collected beneath. At ordinary temperatures zinc is tough and untractable; when heated to 500° it becomes brittle, but between the temperatures of 220° and 320° it is malleable and ductile, so that it is heated or rolled out into thin plates or sheets, and

drawn into wire, and being a cheap and abundant metal is thus capable of being used for very numerous purposes as a substitute for lead. It is also used in numerous alloys, particularly in brass; the more or less color of which, as well as its hardness, arises from the relative proportion of zinc contained in it. Derbyshire and Flintshire contain zinc mines, but the metal here procured is inferior to that brought from Germany, of which about 150,000 cwts. are imported annually. About half this quantity is consumed in England; the rest is exported, chiefly to India. The duty is, for crude zinc, 1s. per ton; rolled ditto, 50s. per ton; manufactures of, £10 per cent. *ad valorem*.









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